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2025

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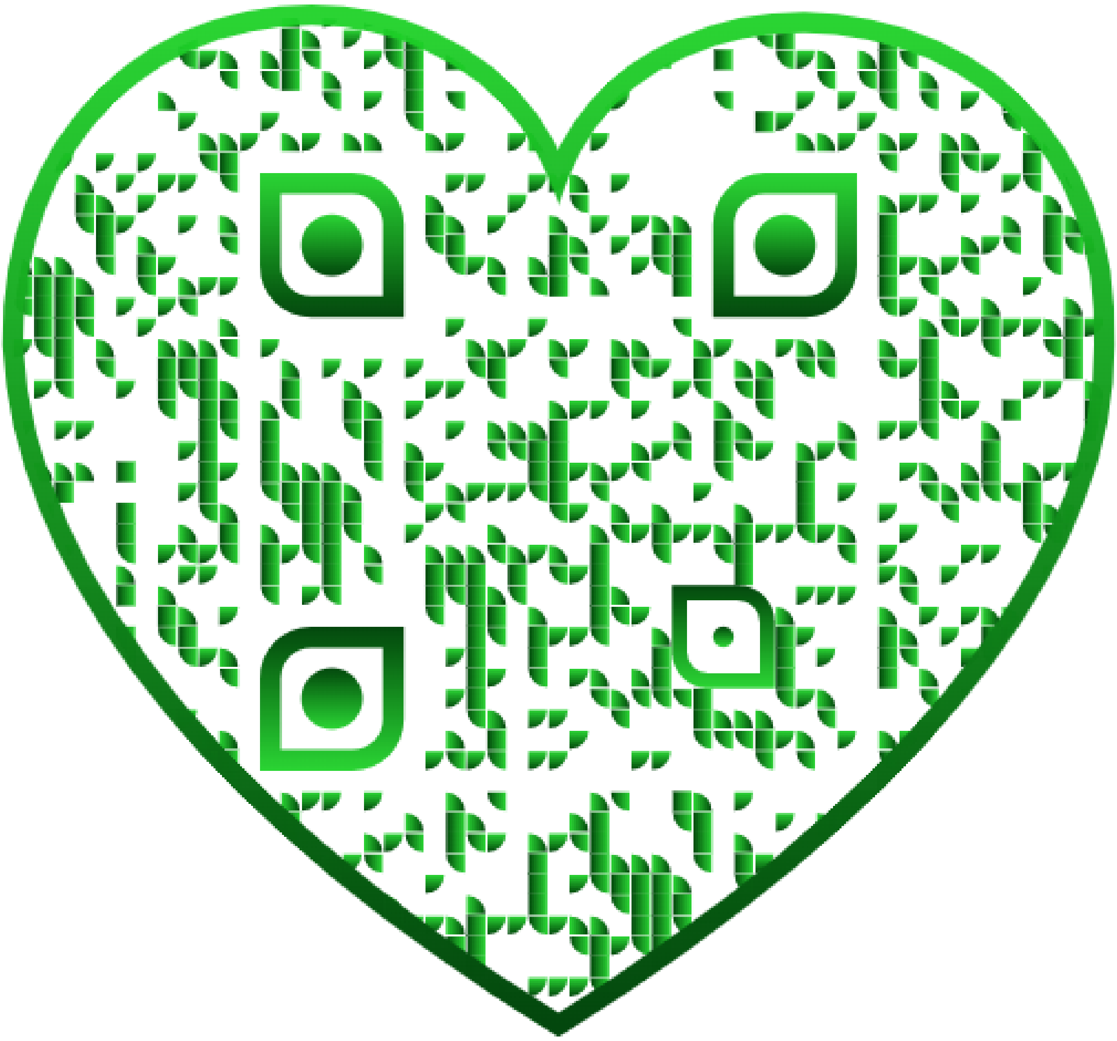
- BETA RX 450: THE CLUBMAN'S 450 MOTOCROSSER
- AMA SX CARNAGE, CONDO 750 TAILS, TÉNÉRÉ RALLY EPIC
- IS 84-YEAR-OLD AL GILLARD AUSTRALIA'S OLDEST TRAILRIDER?



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300cc TWO-STROKE TRAIL/RACE SHOOTOUT
7 BIKES, 5 TESTERS, 1 WINNER. WE PIT THE BEST 300S AGAINST EACH OTHER!

July 2025

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SHOOTOUT TIME!

OUR FIRST OF THREE ENDURO SHOOTOUTS IS IN THIS ISSUE WITH A 300cc HARD ENDURO AND 450cc SHOOTOUT TO FOLLOW

IT'S BEEN way too long between shootouts, but we're back in business – and we didn't just dip a toe in, we cannonballed straight into the deep-end. This issue marks the return of *ADB's* enduro shootouts, and we kicked things off with a proper belter: the 2025 300cc two-stroke trail/race shootout.

Seven bikes. Two days of testing. One crew of testers who couldn't wait to get their backsides in the saddle of some exotic hardware.

And what a shootout it was. This segment isn't just strong – it's the backbone of Aussie off-road riding right now. From trail-riding diehards to race junkies and hard enduro masochists, everyone's either owned a 300, wants a 300 or is currently eyeing off their next 300. We tested everything from boutique exotica like the TM and the new Fantic to the factory-fresh Sherco, Beta and the KTM Champion Edition. We even snuck a 250 into the mix – the Husky TE 250 Heritage – and it surprised more than a few of us. The full test is a monster... and that's before we even get to the hard enduro portion, which hits next issue. Consider this your warm-up lap. It's on page 22.

THIS SEGMENT ISN'T JUST STRONG – IT'S THE BACKBONE OF AUSSIE OFF-ROAD RIDING RIGHT NOW

But that's not all we've crammed into this month's mag. Elsewhere, Mat Boyd throws a leg over the Beta RX 450 – a motocrosser with manners. He came away impressed, calling it "easy to ride", which isn't code for slow, by the way. It's got just enough punch to keep clubbies honest without giving them PTSD.

We also sent Lee Hogan to test Luke Clout's factory Empire Kawasaki KX450, where he tried to ride it like the throttle-stabbing madman himself. The result? Hogan nearly ate it but gave the suspension and engine rave reviews. Apparently the fork is set for someone with mutant braking skills and a total disregard for fear. Who knew?

In the adventure realm, Klaus Nennevitz put the CFMOTO 800MT-X through its paces. It's off-road-ready and based on KTM bones but with its own Chinese flavour. Big fuel tank, long legs, cheap price and average tyres.

Warren Jack caught up with 84-year-old trail-riding legend Al Gillard, who's still slicing through Coffs Harbour singletrack and rocking a Beta XTrainer like it's 1975. Al proves that while you can't dodge time, you can absolutely outride it.

Add to all that a deep dive into the chaos that was the 2025 AMA Supercross Championship, from Webb's emotional title win to Jett and Hunter Lawrence both getting hurt and Haiden Deegan getting arrested (and turning it into merch, naturally). Plus there's Todd Ridley's long-awaited victory at the Condo 750 in this issue too.

So yeah, we're back doing shootouts. We're neck-deep in testing, racing, storytelling and doing everything we can to bring you the best dirtbike content in the country. And with the 300 hard enduro shootout, the 450 enduro shootout and a few more surprises on the way, we're only just getting started.

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ISSN: 1320-2103

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300cc ENDURO SHOOTOUT
300
7 TWO STROKES, 1 WINNER

ON THE COVER
***ADB* Enduro Editor Geoff Braico gets sideways on the Sherco 300 SE Factory just beating Briggsy for the cover!**
Photo: Josh Evans

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ON POWERSPORTS OZY 30X

A locally-designed, electric enduro with big claims and it's more affordable than you might think!

THERE'S A NEW electric dirtbike on the scene – this time from Perth-based Australian startup ON Powersports. Dubbed the OZY 30x, this battery-powered machine is being pitched as a high-performance alternative to traditional petrol-powered enduro bikes, with bold claims of instant torque, zero emissions and minimal noise. It's certainly ambitious, but as with any new entrant in the rapidly expanding electric moto segment, the real question remains: can it deliver?

The specs are impressive on paper. A 32kW motor (around 43hp) delivers a claimed 707Nm of torque at the rear wheel. That's enough to out-pull most 250F ICE enduro bikes off the line, and it's paired with six riding modes designed to tailor the experience from casual trail rides to competitive enduro conditions. The OZY 30x is offered in two variants – a Standard Edition for recreational riders, and a more serious Factory Edition equipped with KYB suspension, Nissin brakes and premium components.

Charging time is quoted at 1.5 to two hours, with the 4.4kWh battery said to last around three hours in enduro settings or one hour on motocross tracks. While that's a decent offering, it falls a bit short of bigger players in the space such as the Stark VARG's 6.5kWh unit or even the KTM Freeride E-XC's swappable setup, both of which have already been through multiple real-world tests.

The OZY 30x will retail for $10,999 for the Standard and $13,999 for the Factory Edition – prices that put it well-below the Stark and better than most petrol-powered 250cc four-strokes. While the price is good, it does make you wonder if the quality is going to be the same as what we're already seeing out of Europe. ADR compliance is not confirmed.

To be fair, electric bikes are carving out a legitimate space in off-road riding, especially with the silence, torque and simplicity they bring. For backyard trail riders or those near noise-sensitive areas, they make a strong case. But we've also seen the downside – bikes flooding the market with overhyped spec sheets, sketchy support networks and batteries that degrade more quickly than advertised.

ON Powersports' local roots are a positive sign – at least it's not just another faceless import brand. The bike is on display at Moto Dynamics in Kelmscott, WA, and we're hoping to swing a leg over one soon to find out if the OZY 30x lives up to its promise, or just adds more sizzle to a segment already full of hype.

Torrot Urban Wolf

Torrot Unleashes Limited-Run 'Urban Wolf' Electric Minibikes for Young Riders

TORROT HAS RELEASED a limited-edition run of its electric motocross minibikes, dubbed the Urban Wolf, available in just 100 units worldwide. Aimed squarely at the younger crowd, the UW-MX1 (ages three to seven) and UW-MX2 (ages six to 10) brings new looks to familiar hardware, pairing digital camo styling and carbon-fibre accents with modest upgrades.

Backed by Torrot's parental control app, which allows remote shutdown and tuning of throttle, power and speed, the Urban Wolf is being pitched as the stylish and safe choice for kids dipping their toes into dirt riding.

With a 42-44km/h top-speed, alloy wheels and adjustable seat heights across the two variants, the specs fall in line with what we've already seen from the brand's core mini MX lineup – meaning it's unlikely to shake up the category.

SHERCO REVEALS 2026 FOUR-STROKE ENDURO RANGE

Sherco's 2026 SEF range keeps its proven platform intact, adding a few smart upgrades

SHERCO HAS UNVEILED its 2026 four-stroke enduro range, sticking with the familiar formula while introducing a handful of small but thoughtful updates. The French brand's SEF lineup – consisting of the 250 SEF, 300 SEF, 450 SEF and 500 SEF – remains largely unchanged in core architecture, with this year's refresh focusing on refinements in durability, braking and styling rather than any dramatic overhaul in engine performance or handling characteristics.

All 2026 models arrive with new blue plastics and updated graphics kits, giving the bikes a cleaner, more modern aesthetic. Under the plastic, the bikes now feature a new Galfer rear brake disc, which is claimed to improve stopping power while shaving off a bit of weight. Sherco has also added a new Nilos seal at the bottom of the steering column, a small but practical tweak aimed at reducing friction, improving sealing and offering better protection against mud and grime.

The standout upgrade in the 2026 range is found on the 300 SEF, which now comes standard with a SPES header pipe and Akrapovic silencer. While we haven't yet tested the 2026 bikes, this combination could improve throttle response and provide a crisper exhaust note. It's a sign Sherco is continuing to refine the 300 SEF as the sweet spot in its four-stroke lineup – slotting nicely between the agile 250 and the brute force of the 450 and 500 models.

Beneath the updated bits, the core specs remain consistent with the current models listed on Sherco's website. All SEF bikes use a DOHC, four-valve engine paired with Synerject electronic fuel injection, electric start, a six-speed gearbox and a lithium-ion battery. Suspension continues to be handled by KYB at both ends – a 48mm closed-cartridge fork and a KYB rear shock – while braking is managed by Brembo components. Michelin Enduro Medium tyres come fitted standard, and the bikes retain their 9.8L fuel tanks and semi-perimetric chrome-moly steel frames.

This 2026 refresh is less about radical change and more about keeping the platform sharp and trail-ready. Sherco's decision to fine-tune rather than reinvent suggests it's confident in the foundation it has built, and after all the testing we did in on the MY25 models, we are too!

YAMAHA ON TOP

PW50 powers ahead as most searched for dirtbike in Q1 2025

RETAIN MEDIA'S latest data on the most searched motorcycles in the Australian market reveals beginner bikes and midsize trail machines are leading the charge. According to more than 5.7 million search impressions analysed in Q1 2025, the Yamaha PW50 remains king of the dirt, continuing its reign as Australia's most-searched dirtbike.

The iconic peewee climbed from 4.5% to 5.2% search share – a 15.6% relative increase over Q4 and its highest result in the past year. In second place, the Honda CRF250R posted 4.4% of search share – up from 4.0% in the previous quarter. The Yamaha YZ250 clawed its way back to third with 4.0% – a 5.3% bump.

The Honda CRF150R continued its slow and steady climb, now sitting at 3.7%, just ahead of the Yamaha WR450F. The latter slipped slightly to 3.4%, but remains one of the most searched large-capacity enduro bikes.

Not all models were on the rise though. The Yamaha YZ85 slipped from 2.4% to 2.2%, while the YZ250F, fell from 2.4% to 2.1%.

The YZ450F held its ground at 2.0%, joined by the Kawasaki KLX110 and Honda CRF250F. One standout was the Honda CRF50F, which surged from 1.6% to 2.0%, a 25% increase.

The Honda CRF450R edged up to 1.4%, and the KTM 300 EXC returned to Q3 levels with a slight drop to 1.4%. At the tail end, the Kawasaki KLX140R posted a modest gain from 1.2% to 1.3%, enough to hang onto a top-20 spot.

EXTREME SHERCO ON ITS WAY!

Sherco 300 SE XTREM locked in for Australia with confirmed price tag

LAST ISSUE we mentioned the impending arrival of the Sherco 300 SE XTREM and now it's official – Sherco Australia has confirmed the bike will be here in July for $18,299 plus on roads.

Based on the proven 300 SE Factory platform, the XTREM is Sherco's latest hard enduro special, a limited-edition tribute to the bikes raced by factory stars Mario Roman and Teodor Kabakchiev.

Globally capped at just 200 units, the 300 SE XTREM comes with more than $6000 worth of factory-level upgrades aimed squarely at riders who live for steep, sketchy terrain.

That includes an Akrapovic silencer, reinforced clutch system, carbon disc guard, a full suite of AXP armour, and a host of CNC and anodised bits that match the racebikes in both performance and appearance.

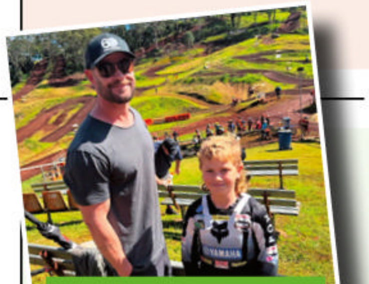
Only 10 units are coming to Australia, making this as much a collector's piece as it is a hard enduro weapon.

DUCATI'S FIRST PODIUM!

Seewer claims historic first MXGP podium for Ducati at Swiss Grand Prix

DUCATI'S MOTOCROSS project reached a major milestone at the MXGP of Switzerland, with local hero Jeremy Seewer delivering the Italian brand its first-ever world championship podium in the premier MXGP class. Competing at the Frauenfeld circuit just 30km from his hometown of Bülach, Seewer clinched third overall aboard the Ducati Desmo450 MX in only its sixth Grand Prix appearance.

Seewer finished seventh in the opening moto before rocketing into the lead entering the first turn of Moto 2 but was pushed wide and narrowly missed the holeshot. Seewer launched a last-lap pass for third. The third-place result secured Ducati their maiden MXGP podium.



Hemsworth goes MXing!

CHRIS HEMSWORTH lived out a fan-boy moment of his own recently when he snapped a photo with GYTR Yamaha Junior Racing talent Hudson Francis… though depending on who you ask, it might've been Hudson ticking that box.

The meeting took place at Toowoomba's Echo Valley circuit, where Hemsworth was spending the day with his kids. Francis was back on the bike for a local club day.

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NEW Ducati DesertX Rally

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The new DesertX Rally is a motorcycle dedicated to the sportiest and most intrepid off-road enthusiasts, designed for adventure and equipped with the very best race-derived components.

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Whether you're looking for off-road adventures or a rally-raid, the new DesertX Rally is ready to help you overcome the most difficult challenges and propel your dreams beyond every limit.

DesertX Rally. Race Wilder.

DUCATI

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VALE JOEL EVANS

The privateer that lit up the sport: 10/11/1994 – 27/04/2025

MX
Blue
MANUFACTURING OF QUALITY GOO

YOU CAN SUPPORT MICHAELA AND BABY FREDDY BY DONATING THROUGH THE OFFICIAL GOFUNDME PAGE SET UP IN JOEL'S HONOUR.

ON SUNDAY, 27 APRIL, 2025, Australian motocross lost one of its most dedicated and beloved riders. Joel Evans, MX1 competitor, privateer hero, and soon-to-be father, tragically passed away following a crash during race two of the ProMX Championship at Gillman, South Australia. He was 30 years old.

Joel wasn't just another name on the start gate. He was the beating heart of what motocross is truly about: resilience, passion and community. After recovering from a broken back in 2015 that many thought would end his career, Joel returned to racing with the same tenacity and joy that defined his character. He was the privateer who never gave up. In 2020, he made the bold decision to quit his full-time job to go all-in on motocross. That choice, that leap of faith, embodied the privateer spirit – sacrificing comfort, certainty and financial stability to chase the thrill of racing dirtbikes.

Joel became the people's champion. Whether spinning spanners on his own bikes or filming updates for his YouTube channel, his journey from Privateer to Pro resonated deeply across the paddock. He competed at the highest level, often on limited resources, and still managed top-10 finishes in two of the last three MX1 championships. His career highlight came in 2019, taking third place at a ProMX round in Wonthaggi.

Yet Joel's impact went far beyond results. He was a warm presence in the pits, a man whose infectious smile, unwavering work ethic and deep love for the sport touched everyone. He was a partner to Michaela, a son, a brother, an uncle and soon, a father to their little boy due in October.

Joel's story reminds us what motocross is truly about – not the factory trailers or finish line interviews, but the ride, the community, the dream. He lived for it.

Our thoughts are with Michaela, the Evans family and the entire motocross community as they come to terms with this immense loss.

THE INDUSTRY REACTS

Michaela – Fiancée
"Our beautiful Joely… a piece of you lives on. The most authentic, loved and kind-hearted soul. He loved and devoted his life to this sport… and rode it out right till the end. He is such a loved partner, uncle, brother, friend and son – but most proudly, a father to our adored little boy who is joining us in October."

Kyle Blunden, KTM Group Australia Motorsport Manager
"We were reminded – in the most heartbreaking way – of the highs and lows that come with motorsport. Joel was more than just a competitor – he was a true embodiment of the spirit of motocross. His love for the sport was undeniable, his smile was infectious and he had a rare ability to connect with everyone around him."

Todd Waters, Raceline Husqvarna Tdub Racing Team Owner
"We will deeply miss seeing and lining up alongside Joel Evans at the races. He genuinely had one of the biggest hearts both on and off the bike. It was a privilege and an honour to work with Joel for that final round in Melbourne… his impact is certain to inspire generations to come."

Yarrive Konsky, Director – Honda Racing Australia
"Joel's spirit reminded me so much of my own. He lived for the dream… fancy clothes, new cars, none of that mattered to him. What mattered was putting fuel in the tank, getting to the next track and chasing his potential. He embodied what it truly means to be a motocross warrior."

Yamaha Motor Australia
"Was there a rider who loved racing more than Joel Evans? Nearly every weekend for the past 20 years, you could find Joel riding or racing his dirtbike. From the rice paddies of Asia to the biggest stadiums in Australia, he just wanted to race."

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MOUTH OF THE MONTH

VAN LIFE

Just a quick question, if I may. Have you done any recent reviews of the vans that privateers and pros are using to get around?

The reason being: in the current cost-of-living crisis, vans (and 4x4 utes) offer relatively affordable, multi-purpose use – for work, carting the family around, stashing a bike or two out of sight, and even doubling as camping accommodation when you're away from home.

I realise you've covered these in the past, but with new van brands popping up and the rise of EVs, I thought it might be a good time to revisit the topic. In a perfect world, I'd go for one of the locally modified 4x4 Hiaces, but $110k+ for an empty interior and limited interior height for bike storage has me exploring other options.

Just a thought – any and all feedback appreciated.

Cheers,

Zed

CARGO COMPARO | 4WD v VAN v UTE v SUV

WORDS // MITCH LEES PHOTOS // ML & OLLY MALONE

Wheels of Fortune

BIKE HAULER TEST

WHAT IS THE BEST DIRTBIKE HAULER? WE PIT THE FOUR MOST POPULAR OPTIONS AGAINST EACH OTHER

Picking the right vehicle to get you and your pride and joy from the garage to the track is no longer an easy decision. Once upon a time, utes were too horrible to drive and four-wheel-drives and trailers were a thing of the future.

The most common tool a few decades back was a van. But, with SUVs now resembling the carriage Cinderella rode away in and trailers no longer just seen as 10-tonne boat anchors, the world of dirtbike hauling just got a lot bigger.

We often get asked what we use to haul test bikes around and, over the decade that I've worked for *ADB*, it's been a combination of vans and four-wheel-drive utes. The next question they ask is, why? This then opens the door to a bunch of subjective discourse as to why each person thinks their hauler is better. I find van pilots the stubbornest.

Our current dirtbike hauler is a Mitsubishi Triton ute. We selected a four-wheel-drive for three reasons: it had all-paw grip so Big Red could drown it while fording puddles, it had five seats and it was compact and easy to manoeuvre.

The straw that killed it for vans as far as *ADB* was concerned was about five years ago when I was racing a grasstrack at Portland, NSW, with Oyster Bay Motorcycle Club. To get to the parking area you crossed a small causeway and then climbed a dirt road with a sharp turn into the pits. Naturally, our Toyota Hiace SLWB bellied out making the turn and I was beached.

Not only was this embarrassing in front of hundreds of laughing race fans, but I was running late for scrutineering and didn't have time to play 'unbog the van'. After several attempts, momentum finally got us there but I swore never to drive a van again. So, to help you pick your next dirtbike hauler we selected a random vehicle to represent each category and weighed up the pros and cons of each.

Legend
- Category - The style of vehicle
- Vehicle - Our favourite machine from each category
- Cruisability - What's it like on the freeway?
- Nickability - How safe is your gear when you're out riding?
- Versatility - Where can it go and what can it do?
- Idiot resistance - How hard are they to drive?
- Loading - How hard is it to load bikes and gear?
- Gangsta factor - How cool doesit look?
- Piloting - What was it like to drive?
- Fifth wheels - Is it passenger friendly?
- Motel on wheels - Can you sleepin it?
- Cash money - Is it good value for money?

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Hey Zed,

Funnily enough, we tackled this exact topic back in issue #460. Short version? There's no perfect solution – but there are a few strong contenders depending on your priorities.

Vans still win for convenience, stealth and motel-on-wheels duties. You can throw a couple of bikes in the back and still have space to sleep, but they're noisy on the highway, not great off-road and, Idrive like shopping trolleys. Four-wheel drive utes, are probably the best all-rounders. You can tow, you can camp, you can commute and you can still hit the trails. But loading bikes into a jacked-up tray can be sketchy.

Trailers behind 4x4 wagons (like a LandCruiser) offer comfort, cargo space and nick-proofing, but towing them can be a pain.

Street utes, like the SS Commodore, are fun until you leave your gear unattended or try to cross a creek.

So in short, yeah – we hear you. With new van brands, 4x4 conversions and EVs popping up, it's probably time for us to revisit this properly. Stay tuned.

GHOST RACEWEAR

Gday, I'm Dean, founder of Ghost Racewear, an Australian motocross gear brand built from the ground up to raise the standard.

With a background in the military and a lifelong passion for bikes, I started Ghost to offer Aussie riders gear that looks sharp, performs under pressure and actually reflects the local scene. Since launch, we've seen solid growth, backed a strong crew of riders, and kept everything focused on quality over hype. We'd love the chance to be featured in *ADB* and share the story behind the brand. Happy to send through gear, images or anything else you need.

Cheers, Dean

G'day Dean,

You've come to the right place. As the biggest dirtbike media outlet in Australia, ADB has long backed local talent, brands and ideas that raise the bar, and Ghost Racewear sounds like it's doing exactly that. We love the idea of showcasing Aussie-built gear, especially gear with real roots in both the moto scene and military-grade mindset. What better place to start than our Letters to the Editor page?

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GLENN KEARNEY

LEGEND YARN

LONG AS IT'S SLIPPERY

GLENN KEARNEY TELLS A TALE OF DETERMINATION TO FINISH DESPITE THE ODDS

THE 2002 ISDE was held in the Czech Republic and I had no idea what fate had in store for me. Of course, in an event like the Six Days anything can and does go wrong, and that possibility is there in your mind somewhere. I certainly didn't expect to hit problems on Day One with a fresh bike.

Somewhere in the first Special Test a rocker cover bolt sheared and allowed oil to escape and run over the hot header pipe. The further I went the more smoke I produced, leaving a smokey and smelly trail behind me. Being the first test there was a big crowd and I was drawing a lot of attention which I didn't need. I finished the test and kept going out on the trail, away from curious onlookers who can either get in the way or jeopardise your ride by offering outside assistance, which is against the rules. You definitely don't want it where every man and his dog can see.

I stopped along the trail and used some metal putty I was carrying to plug the hole but it was not a successful repair as I couldn't clean the area and it was still leaking. I came across a farmhouse and tried to explain my situation and ask for oil but I don't speak Czech and they didn't speak English. Regardless, they realised I had a problem and tried to help.

I ended up in their kitchen, wearing all my gear including helmet, and pointing to a pan on the stove and trying to indicate I needed oil while waving money around. We were carrying money as we'd been advised of dodgy local cops who could make things awkward until they received a donation to the Policemen's Ball. Eventually the penny dropped and they gave me a bottle of Crisco cooking oil. Better than nothing, I thought, so in it went.

That got me as far as the next test which I rode with the cooking oil in the engine, then I stopped afterwards where some discrete help was waiting and I did a quick bush oil change. I made it to the next checkpoint and did another oil change, and renewed the putty patch which was lifting under pressure as I continued trying to stay on time. I then managed to find a servo and bought some oil for further top ups.

That night in the work period, I tried patching the hole once more but it continued to leak and I resorted to riding with a four-litre bottle of oil in a backpack to keep the engine topped up. On Day Four, as I came into the last checkpoint work area, all of the Aussie team crowded around shoulder to shoulder to keep out any prying eyes while a technician from Husaberg got to work removing the rocker cover and fixing the broken stud properly. It was a known problem with that model due to either a faulty batch of studs or incorrect tightening at assembly in the factory. That fixed things well enough to get me through Day Five, leaving the final Day Six MX test.

I had dropped down far enough to not be of any real help to the team but the real disappointment was to find that I'd missed a Special test somewhere and got a DNF. That was a real let down after battling the odds for the entire event. At least those Czech farmers have a story to tell about the time a crazy Aussie came into their kitchen wearing all his riding gear.

THE FURTHER I WENT THE MORE SMOKE I PRODUCED, LEAVING A SMOKEY AND SMELLY TRAIL BEHIND ME

with Warren Jack

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3
1
2

BIT OF PUSH AND SHOVE!

SEE, EVEN ONE of our greatest Hard Enduro athletes, Ruben Chadwick, has to get off and push! It's refreshing to see the immortal become mortal. That being said, only a handful of riders in Australia could even push their bikes up this hill at the Kosciuszko for Round 1 of the 2025 Australian Hard Enduro Championship.

Chadwick put in an impressive ride for a hard-fought win at the brutal Kosciuszko Killer aboard his Beta RR 300 Race. Battling dry, shaley conditions and a tough prologue on Saturday, he rebounded on Sunday to take the win after a gruelling five-hour race.

DATE: 27/4/2025
PHOTO CREDIT: DONAT O'KELLY

THE ESSENTIALS

▲ POD K8 3.0 FORGED CARBON KNEE BRACE

POD's all-new K8 3.0 Forged Carbon knee brace is what happens when you cross military-grade materials with obsessive rider safety nerds. Now CE Level 2 certified and available in two colour combos, the K8 3.0 is designed for riders who want their knees to keep bending the right way – even after a long weekend of dirt squirting.

The forged carbon frame is made from compressed layers of aerospace-grade carbon fibre, keeping the weight down and the strength up, while the adaptive cuff and lower frame flex with your leg and muscle movement.

The knee brace is loaded with rider-first tech like the re((SPOиSE)) impact system, a viscoelastic polymer that handles shock, vibration, and impacts better than your last relationship. The improved Human Motion hinge now has a broader flexion range (118° to 134°), and the Hex Grip liner keeps everything stink-free, anchored to your leg and comfy enough for all-day wear. Throw in the Quick-Loc system and revised strap set, and you've got a top-tier brace that's easy to fit, comfy to wear, and hard to destroy. Your knees can thank you later.

RRP: $599.99 each

WEBSITE: www.podactive.com

▲ 100% KORBIN SUNGLASSES

The latest addition to the 100%'s performance eyewear lineup is the Korbin, strikingly styled sunglasses built around the brand's new 3DPlane Molded Lens technology. While these are sports sunnies that are ideal for cycling, we reckon even Robocop would love to wear them. This model, finished in Polished Translucent Grey with a Purple Multilayer Mirror Lens, is designed to offer a wide field of view and cleaner optics for athletes chasing premium performance.

According to 100%, the 3D-molded lens sets a new bar for clarity and visual precision, while the futuristic wrap-around design aims to blur the lines between function and fashion. You can wear these at a rave or on the cycle bike.

RRP: $299.95

WEBSITE: www.serco.com.au

▼ ALPINESTARS TECHSTAR STEELER LIMITED EDITION

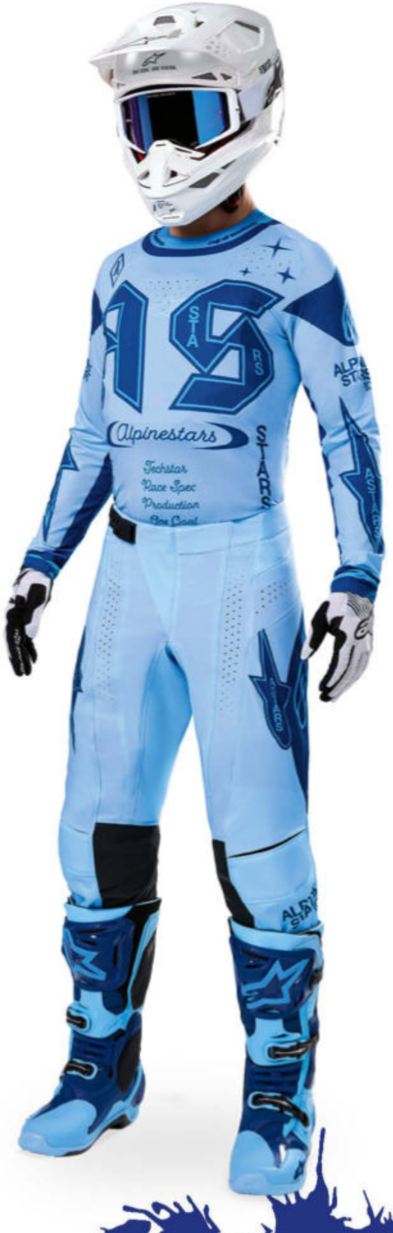
Alpinestars has launched the Techstar Steeler Limited Edition with American football-inspired styling. The kit features sapphire and dark blue graphics, aiming to deliver a fresh aesthetic while retaining the high-spec performance elements of the Techstar gear range.

Designed to match the new Steeler Edition Tech 10 boots, the kit channels the look of NFL jerseys with its block-style graphics and contrasting colours.

The Techstar gear is known for its lightweight materials, ventilated panels and race-cut fit. As with most LE drops, expect availability to be limited and pricing to reflect the exclusivity.

RRP: TBA

WEBSITE: www.monzaimports.com.au



▼ POLISPORT PROOCTANE FUNNEL WITH HOSE + CAP

Funnels are usually the most neglected bit of gear in the shed – until you're halfway through an oil change and realise your only option is a cut-up Coke bottle. Enter the Polisport ProOctane Funnel, which brings some actual engineering.

This thing is more than just a plastic cone. It's got a large integrated handle that gives you proper control while pouring, a flexible hose with a inbuilt bender that lets you dial in the angle just right, and a cap system that keeps the dust and bugs out between uses.

The small tip cap is ideal for finer jobs like oil changes and the engraved gradation marks in ml and oz mean you're not guessing or hunting down a separate measuring jug. It's smart, simple and well thought-out.

The hose cap is a nice touch too, covering the spout when you're done so you're not dripping fluid in the bottom of the tube across the bench. At $44.90, it's not the cheapest funnel you'll ever buy – but it's definitely the last one you'll need.

RRP: From $44.90

WEBSITE: www.linkint.com.au

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WE PIT SEVEN OF THE BEST 300CC TWO-STROKE ENDURO BIKES AGAINST EACH OTHER IN THIS TRAIL/RACE SHOOTOUT!

WORDS **GEOFF BRAICO & MITCH LEES** // PHOTOS **JOSH EVANS**

cubes of speed!

2025
300cc
TWO-STROKE TRAIL/RACE

Damn, it's good to be back doing shootouts! It feels like an eternity since our last *ADB* enduro shootout, and what better way to get back into the swing of things than with a fresh fleet of brand-new MY25 300cc two-strokes? There's no shortage of love for big-bore two-strokes in the Australian enduro scene, and this year we're lucky enough to throw a leg over seven of the best 300 smokers on the market.

And yep – if you're wondering – we've officially gone crazy with shootouts for MY25. The 450cc motocross shootout is already in the bag, the 250cc motocross shootout is done and dusted, and now it's time for the 300cc two-stroke trail/race enduro shootout. But we're not stopping there – a 300cc two-stroke hard enduro shootout will follow next issue, then we'll round things off with a 450cc enduro shootout. It's been a massive effort pulling this many bikes together – but bloody hell, it's been worth it.

The reason we've doubled up on shootouts for the 300cc two-stroke enduro class is because it's the only bike in the market with such a versatile skillset. It can be used for racing flat-out off-road and trailriding for days on end with your mates, or grovelling up hills at a snail's pace and launching up rock ledges without a care in the world. Because the two genres are so different, we couldn't combine the tests on a scorecard. One bike might be awesome flat-out but terrible crawling up hills, and if the winner was the bike that loved going fast and someone purchased it for hard enduro, they'd be hunting us down to launch the bike through out front door! So, we have the 300cc two-stroke trail/race shootout now and next issue we will have the almighty hard enduro shootout.

The 300cc two-stroke market is easily the strongest off-road segment in Australia, and for good reason. For years now, some manufacturers have sold more 300s than any other bike in their range. Aussies love their 300s – that's just a fact. But why? Is it the unbeatable power-to-weight ratio? The simplicity and ease of maintenance? The glorious, raspy bark of a two-stroke on the pipe? Or is it all of the above – and then some? Those were exactly the questions we wanted to answer heading into this shootout, and to say we were champing at the bit to get started would be an understatement.

The 2025 line-up is a beauty: seven

2025
300cc
TWO-STROKE
TRAIL/RACE

finely tuned machines from five different manufacturers. Surprisingly, only three of the bikes are carburetted, with the rest running fuel injection. Honestly, I never thought we'd see the day when injected bikes outnumbered carby bikes in a 300cc two-stroke enduro shootout. And even TM (who supplied its carb version for this test) also offers an injected version now – meaning we could've had just two carburettor bikes! Wild times. This kind of variety is what makes these shootouts so exciting: so many different personalities, so much trick gear bolted onto the bikes and so many options depending on what type of riding you're chasing.

The only missing piece? The new MY25/26 Rieju MR300. Unfortunately, there were none in Australia at the time of testing – but we're hoping to get our hands on one soon for a standalone test.

LOCATION

As mentioned, day one was all about race/trail riding, while day two will focus purely on hard enduro (we'll cover that shootout in the next issue). For day one, we headed out to the Goulburn Moto Complex, where we put the bikes through their paces on the sprint enduro loop and Amcross track out the back.

The sprint loop was no walk in the park: tight and twisty singletrack with heaps of elevation change, tricky off-camber sections, open grassy straights to wind the big 300s right out, plus a healthy dose of bulldust and technical rocks. It was a genuinely tough, varied test loop. After a full lap of the sprint loop, we capped things off with a spin around the Amcross track – the perfect setting to really wring the bikes' necks, singing that glorious 300cc two-stroke symphony out loud.

Stay tuned for the day two hard enduro results – but for now, it's time to see how the 300s stacked up on the race/trail battlefield.

THE SCORECARD

In all our previous shootouts for MY25, we have had each of the manufacturers represented by a particular rider. We didn't do that for this shootout as this is mostly about trail riding, and trail riders aren't exactly sponsored! But we do pick riders who are unbiased and who own and ride different brands. When it comes time to score the bikes the riders allocate scores in multiple categories for each machine. The scores are split into three categories which are weighted, comprising Engine (40%), Suspension/Steering (50%) and Ergos/Brakes (10%), with each rider giving a score out of 10 for each category.

> ***The only missing piece? The new MY25/26 Rieju MR300***

THE TEST CREW

JEFF BRIGGS

- **Level:** Vet
- **Age:** 40
- **Size:** 180cm, 100kg
- **Bike:** KTM 450SX-F

GEOFF BRAICO

- **Level:** Pro
- **Age:** 37
- **Size:** 178cm, 80kg
- **Bike:** Yamaha YZ450FX

MITCH LEES

- **Level:** Clubman
- **Age:** 39
- **Size:** 188cm, 100kg
- **Bike:** Sherco 300 SE Factory

CHRISTIAN GIBSON

- **Level:** Clubman
- **Age:** 56
- **Size:** 188cm, 80kg
- **Bike:** Beta RR 300

GRAHAM GROVENEVELD

- **Level:** Clubman
- **Age:** 53
- **Size:** 191cm, 90kg
- **Bike:** KTM 300 EXC

HUSQVARNA TE 250 HERITAGE EDITION

THE LITTLE HUSKY'S ONE-CYLINDER, LIQUID-COOLED TWO-STROKE ENGINE DIDN'T GET LEFT BEHIND

Wait a second – a 250cc two-stroke? What the hell is going on here?

Okay, so here's the deal: unfortunately, Husqvarna Australia didn't have any TE 300s available, so rather than pulling out completely, it decided to field a 250cc two-stroke instead. Bold move on its part – but hey, we weren't complaining when we were greeted with a 2025 Husky TE 250 Heritage Edition machine.

The Heritage Edition is essentially a well-dressed TE 250 with a special graphics scheme. You get blue shrouds, a blue seat cover, and some unique logos – maybe a bit much for some to be calling it a "heritage" model, but honestly, it's a nice touch to separate these bikes from the regular stock line-up. Underneath the fancy skin, it's built on Husqvarna's proven central double-cradle-type steel frame, paired with an aluminium-reinforced polyamide rear subframe – a solid platform.

And yes, I get it – you're still probably asking why even bother bringing a 250 to a fight against a bunch of 300s? Surely, it'll come last?

Well, surprisingly, there are things a 250 does better than a 300, and it actually makes them really appealing to some riders. For example, the TE 250 feels lighter and more nimble because of the smaller engine mass. With a dry weight of 107kg, it's easier to throw around – something you really notice when you're tired after a long ride. Having the 250 in the mix made for an interesting comparison, and the TE 250 put up a much stronger fight than we expected.

The engine was the dark horse of the shootout. Even being a smaller capacity bike (249cc to be exact), the little Husky's one-cylinder, liquid-cooled two-stroke engine didn't get left behind. Thanks to its smooth delivery through the Keihin 39mm throttle body and the updated Vitesco Technologies EMS for 2025, the power was crisp, torquey and surprisingly strong right off the bottom.

Despite having less rotational mass compared to a 300, the TE 250 revs faster, yet still maintains a strong and useable power curve that stays clean and lively from bottom to top. And more importantly – finally – no weird lean surges or hanging revs like we used to get with the early TPI and even some early TBI bikes. The fuel-mix generation is on point now.

Husqvarna TE 250 Heritage

ENGINE

TYPE: Single-cylinder, two-stroke
DISPLACEMENT: 249cc
BORE AND STROKE: 66.4mm x 72.0mm
COOLING: Liquid
COMPRESSION RATIO: N/A
FUEL METERING: Keihin EFI, 39mm throttle body
TANK CAPACITY: 8.5L
TRANSMISSION: 6-speed
CLUTCH: Wet DDS multi-disc clutch, Brembo hydraulics

DIMENSIONS

WHEELBASE: 1489mm
SEAT HEIGHT: 952mm
GROUND CLEARANCE: 343mm
WEIGHT: 107kg (dry)

SUSPENSION

FRONT: WP 48mm XACT cartridge fork, 300mm travel
REAR: WP XACT monoshock with linkage, 300mm travel

BRAKES

FRONT: Brembo, hydraulic disc brake, 260mm
REAR: Brembo, hydraulic disc brake, 220mm

RUNNING GEAR

HANDLEBAR: Pro Taper aluminium 28/22 mm
FRONT TYRE: Michelin Enduro 90/90-21
REAR TYRE: Michelin Enduro 140/80-18

PRICE & CONTACTS

RRP: $16,695 + ORC
BROWSER: husqvarna-motorcycles.com/en-au
WARRANTY: 3 months

The heritage graphics looked greaat

The boys loved the linkage system

The motor surprisingly wasn't left behind

If we move onto handling, the Husky is definitely up there with the top-tier machines in this class. Much of that is thanks to the excellent WP suspension package – a latest 48mm WP XACT closed-cartridge fork and WP XACT monoshock with linkage. Both ends deliver 300mm of travel.

Gone are the days of super-soft WP front ends. The new suspension wants you to push harder, ride faster and feel comfortable doing it. The bike's linkage system offers excellent drive out of corners, keeping it settled and composed even in sketchy traction.

The fit and finish on the Husky is second to none. Practical touches like the ProTaper aluminium handlebar, a compact wet DDS multi-disc clutch with Brembo hydraulics, and DID rims show the attention to detail.

The hydraulic map-select switch is another big bonus – letting you quickly switch to a softer map if track conditions go south. The braking package is excellent too, with a 260mm front and 220mm rear brake disc setup delivering predictable, powerful stopping performance.

Fuel capacity sits at 8.5 litres, and while the TE 250 doesn't run the biggest tank of the group, it's long enough for a big trail ride or a few enduro special tests.

The aluminium silencer keeps things lightweight without muting the glorious 250cc bark too much.

The 2025 Husqvarna TE 250 Heritage Edition held its own impressively well in a class full of bigger-bore bruisers – and showed exactly why some riders will always have a soft spot for the sweet-handling, fast-revving feel of a 250.

TESTERS THOUGHTS

CHRISTIAN GIBSON

I loved the little Husky and couldn't believe it was a 250! For a smaller capacity bike it had an incredible amount of power and all the extra stuff that comes with the Husky is awesome.

GRAHAM GROVENELD

My favourite of the Austrians was probably the Husky. If it was the 300 it could have easily won here today it was that good. Off the bottom it felt that good.

GEOFF BRAICO

The bike ran so well. For a TBI bike the motor is incredible. It's one of the strongest most linear bikes I've ever ridden off the bottom. The suspension is excellent and the balance is superb. We're splitting hairs here and ten years ago this was an easy deicsiosn but not this year. In these conditions though in the dust and rocks, the KTM was better.

JEFF BRIGGS

I liked the Husky a lot but I found the KTM the best of the Austrian group. It did everything well but being a 250 it was just a little but slower.

MITCH LEES

This was the surprise of the bunch for me. I thought being a 250 it would be noticeably slower and different to ride but I reckon if you changed the sticker kit, people would find it hard to tell it's a 250. The Heritage version looks unreal and the Husky gets all the fruit so it felt so much more comfortable with all the rider aids than the other bikes.

Black silencer looks good and doesn't muffle too much

KTM 300 EXC CHAMPION EDITION

THE CHAMPION EDITION SPEC ALSO ADDS A FEW TRICK EXTRAS STRAIGHT FROM THE FACTORY

First and foremost – this bike wins the best-looking category for me and the rest of the boys. The Champion Edition scheme is awesome, with the Red Bull CTG graphics, orange frame and factory seat making the bike absolutely scream factory weapon. Sure, it's the most expensive bike of the group but when you look this good, who's counting?

Underneath all that glam, the 2025 KTM 300 EXC Champion Edition runs the same engine platform as the GASGAS and Husqvarna, meaning it's built around the latest TBI system. The 293.1cc single-cylinder two-stroke engine uses a Keihin 39mm throttle body, with fuelling controlled by a Vitesco Technologies EMS, and a wet DDS multi-disc clutch handled by Brembo hydraulics. It's fired up by an electric starter and keeps its cool via a liquid cooling system, which all bolts into a lightweight steel frame.

Now, it's no secret that I haven't been a huge fan of KTM's injected two-strokes over the last few years – sluggish bottom end, weird fuelling and none of that old-school snap from the carby days. But to my surprise (and everyone else's), the 2025 TBI platform is night and day better than the 2024 version. Whatever the engineers did – it worked. No bogging, no hesitation, no dirty-feeling 'jetting'. It's torquey enough to lug out of trouble but still fast enough to light up your grin, whether you're crawling up a rocky hill or hammering down a grass track. It's easily the best version of the TBI system KTM has produced to date.

In fact, this was the first time I thought the KTM 300 EXC felt genuinely close to the old Keihin carburetor days – and that's a big call from someone who's been a staunch carb fan for years. It still doesn't have quite the same instant punch off the very bottom as a true carby bike, but it's damn close. Managing the bike is easy too, helped by the Champion Edition's stock gearing of 14/45 (secondary gear ratio) – matched perfectly to the new engine character.

Handling-wise, the KTM feels taut and planted, and that's largely thanks to the suspension updates. Up front, the bike runs a WP XACT closed-cartridge 48mm fork offering 300mm of travel, paired with a WP XPLOR PDS shock delivering 310mm at the rear. While the bike still retains the active feel of a PDS setup (no linkage), the rear doesn't dance around nearly as much as older models did. Traction out of corners and drive up nasty hills is brilliant, it gives you so much confidence it will hold.

Some riders might find the new stiffer

KTM 300 EXC Champion Edition

ENGINE
TYPE: Single-cylinder, two-stroke
DISPLACEMENT: 293.15cc
BORE AND STROKE: 72mm x 72mm
COOLING: Liquid
COMPRESSION RATIO: N/A
FUEL METERING: Keihin EFI, 39mm throttle body
TANK CAPACITY: 9.0L
TRANSMISSION: 6-speed
CLUTCH: Wet DDS multi-disc clutch, Brembo hydraulics

DIMENSIONS
WHEELBASE: 1489mm
SEAT HEIGHT: 963mm
GROUND CLEARANCE: 347mm
WEIGHT: 104.9kg (dry)

SUSPENSION
FRONT: 48mm WP XACT Closed Cartridge fork, 300mm travel
REAR: WP XPLOR monoshock with PDS, 310mm travel

BRAKES
FRONT: Brembo, hydraulic disc brake, 260mm
REAR: Brembo, hydraulic disc brake, 220mm

RUNNING GEAR
HANDLEBAR: Neken, aluminium 28/22 mm
FRONT TYRE: Michelin Enduro 90/90-21
REAR TYRE: Michelin Enduro 140/80-18

PRICE & CONTACTS
RRP: $19,775 + ORC
BROWSER: ktm.com/en-au
WARRANTY: 3 months

The Red Bull Graphics look sweet!

The Champion Edition with SDV seat

This is the best injected engine of the lot

feel firm compared to softer trailbikes, but it was a big hit among our testers – especially for the faster testers.

Ground clearance is tall at 347mm, and the wheelbase sits at a stable 1489mm, with a steering head angle of 63.9°, which worked in tight singletrack or when charging open trails.

Ergos were another win, with the slim bodywork, grippy factory seat and Neken aluminium handlebar (28/22mm) combo making it super easy to feel connected to the bike. Standing or sitting, it's effortless to move around.

The Champion Edition spec also adds a few trick extras straight from the factory: an orange front axle puller, semi-floating front brake disc, Supersprox stealth rear sprocket, skid plate and frame protection set – all of which add durability and make you feel like you're on a true works machine.

Braking is quality, too with a strong Brembo system using 260/220mm discs front and back, delivering heaps of power and control – noticeable on the hard, fast Amcross track.

Fuel capacity sits at nine litres, giving you good range for anything from trail rides to sprints. And when the conditions change, the map-select switch lets you flick between different ignition curves – although the new button placement isn't the most intuitive and feels a bit fiddly compared to previous models.

The KTM 300 EXC Champion Edition is hard to beat as a total package. It's lightweight (104.9kg wet), runs a crisp, clean engine that's finally hit its stride, and comes straight out of the box dripping with trick bits. Plus the injection system means no more mixing fuel in the middle of a trailride!

TESTERS THOUGHTS

GRAHAM GROVENELD

The KTM I found the mapping was super aggressive. I had to ride it to the end of my skill level. I also liked the front brake, it was excellent.

GEOFF BRAICO

I think the MY25 two strokes are probably the best version of the injected models that they've ever had. I've always had issues since they've gone TPI, but the TBI is by far the closest they've felt to a carb. Just super strong, super linear delivery off the bottom. And in all honesty for me, the KTM, you just hop on it and you just feel easy. Everything about it is easy. Clutch action, the brakes, suspension, they finally got some good forks on there, so the balance is right there.

JEFF BRIGGS

The KTM was the all-round standout. I felt like I could trail ride it all day and it did everything perfectly, but then if I wanted to push into kind of a race mode, I could do that. The fork I thought was one of the best out there too. It's been revised, obviously with the closed cartridge. It's definitely a better fork and more similar to a KYB setup. And the balance, it just felt really balanced.

MITCH LEES

This was my favourite bike. The power so manageable and the suspension was so compliant you could ride it all week on a multi-day trailride and not feel bashed to bits. And having injection means no mixing fuel at a servo in the middle of nowhere which is one less headache on multiday rides.

Being a PDS it felt the most active in the back

TM EN 300 CARBY CORSE

AS FOR PERFORMANCE, THE ENGINE IS AN ABSOLUTE WEAPON WHEN UP TOP

Onto our first exotic bike of the day now with the new 2025 TM EN 300 Corse at our disposal.

I say exotic because these Italian weapons are definitely an acquired taste among the enduro community, and there aren't huge numbers of them brought into Australia. In fact, so few that for this shootout this bike was actually loaned to us by a TM customer who was yet to ride it – massive thanks to Jason for trusting us to ride your brand-new machine!

Now, if you haven't heard of TM, it's a small Italian brand that's been around since 1976. TM has grown into a boutique powerhouse, offering eight motocross and six enduro models, plus a range of factory-built engines.

The bikes are dripping with handmade parts and billet goodness, making them stand out from the big manufacturers. And impressively, the TM EN300 two-stroke is available in two configurations: a carburettor model, like the one we tested, and an EFI version which we tested two years ago.

At the heart of the TM is a beefy 293.2cc two-stroke engine featuring hand-finished crankcases, a TM Moto 39mm carburettor (yes, glorious carbs live on), a TM-designed throttle body, VForce reeds, an HGS exhaust and an electronic power valve setup. It's topped off with a counter-balancer to help tame the vibration and keep the ride smooth.

The engine runs an Emoticom ECU and is paired to a six-speed gearbox, with electric start as standard.

The chassis is just as exotic, using a self-tempering aluminium Deltabox frame with a single-beam design – a real standout compared to the steel frames of the rest of the group. The TM tips the scales at just 100kg (dry), making it one of the lightest bike here.

It runs a 48mm KYB closed-cartridge fork and a TM Moto-built shock with 310mm and 300mm of travel. Ground clearance is generous at 355mm and the seat height sits tall at 985mm, making it a bit of a reach for shorter riders.

Visually, the new Corse grey plastics kit really sets the bike apart from the crowd. Add in billet triple clamps, high-end Brembo front brakes (with a 270mm front disc), a Nissin rear brake setup (with a 242mm disc) and a Regina ZSA chain, and you're getting a full boutique-spec build outta the box.

The TM feels the most 'European' of the bunch – and not in a bad way, but it's noticeable. The riding position is a bit different, with a higher handlebar bend and a shorter gear/brake lever that might take some getting used to. It's not uncomfortable per se, but compared to the more homogenised feel of the other six bikes, the TM definitely stands out. An aftermarket 'bar would likely sort it out for most riders.

As for performance, the engine is an absolute weapon up top. The bottom-end power is a little lazy – old-skool big-bore two-stroke style – but once it hits the mid-range, it absolutely rockets and keeps pulling hard into the top-end.

We did some minor jetting tweaks to clean up the low-end response, which helped, but make no mistake – this bike loves to be revved.

For long trail rides, that aggressive mid-to-top charge might wear some riders out, but for special tests, sprints or Amcross track days? It's a total blast.

Handling-wise, feedback was mixed. Some testers loved the firmer front-end feel of the KYB CC fork, especially at speed where it gives great support. Others found the bike a little harsh in slow, choppy terrain. The TM Moto rear shock performed well across most conditions though, providing good drive and composure at higher speeds.

That initial bog off the bottom-end sometimes created a bit of a seesaw effect when exiting corners, requiring riders to be aggressive to keep the bike settled. Fix the bog and the bike would feel more settled getting on the pipe.

Overall, if you're chasing something truly unique – a bike that looks exotic, rides raw and gives you that boutique factory bike feel – the TM EN 300 Corse could be right up your alley. It's sweet to look at, packed with trick parts and with a little personal tuning to the bottom-end and firm suspension, it could easily become a real showstopper.

TM EN 300 Corse

ENGINE
TYPE: Single-cylinder, two-stroke with counter-balancer
DISPLACEMENT: 293.2cc
BORE AND STROKE: 72mm x 72mm
COOLING: Liquid
COMPRESSION RATIO: N/A
FUEL METERING: TM Moto carburettor
TANK CAPACITY: 8.5L (12L optional)
TRANSMISSION: 6-speed
CLUTCH: Multidisc in oil bath

DIMENSIONS
WHEELBASE: N/A
SEAT HEIGHT: 985mm
GROUND CLEARANCE: 355mm
WEIGHT: 100kg (dry)

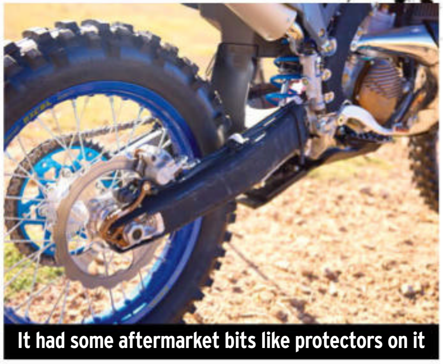
SUSPENSION
FRONT: KYB 48mm closed-cartridge fork, 310mm travel
REAR: TM Moto monoshock, 300mm travel

BRAKES
FRONT: Brembo hydraulic, 270mm disc
REAR: Nissin hydraulic, 242mm disc

RUNNING GEAR
HANDLEBAR: N/A
FRONT TYRE: Maxxis MaxxEnduro 90/90-21
REAR TYRE: Maxxis MaxxEnduro 140/80-18

PRICE & CONTACTS
RRP: $18,960 + ORC
BROWSER: tmracing-aust.com.au
WARRANTY: 3 months

The TM we tested was customer Jason's



It had some aftermarket bits like protectors on it

Fins on the engine cover were a nice touch

TESTERS THOUGHTS

CHRISTIAN GIBSON

I think my brother had a 2008 KTM and it was a light switch. I was scared to ride it. It's similar to this bike. And once you get on the pipe on that, you've gotta be an expert rider to hang onto it. It must have 60 horsepower. It's ridiculous. I find the switch gear, the ergos, it's just all a bit funky. The welding's superb. It's a work of art. Look at it, it's gorgeous.

GRAHAM GROVENELD

I found it a difficult bike to ride. Off the bottom to the top-end. It had heaps of top-end, but it's just not delivered properly for this type of riding and for my ability, I struggled on it. Suspension was really good. I got really good front-end feel. The little things like the brake levers and everything, like the foot pedal, they stick way out.

GEOFF BRAICO

This has its own identity versus the rest of the bikes. I feel like the rest of the bikes almost have this sort of same linear rideability, whereas this thing still feels like it's a little bit behind with that. It still feels very European. It feels like it's a bit outdated but the good thing is, they haven't tried to make it feel like all the other bikes.

JEFF BRIGGS

The levers felt weird. Most of the guys are actually using the lever, not the head. I struggled to get the rear brake on some of the downhills. When you want to lock in your boot under that arch. I didn't mind the suspension too much. The chassis was okay. The motor lets it down. It's got a little bit of bottom, more than probably the Fantic, but not enough. So it's a light switch. It's all of a sudden crawling and then next thing you, you were kind of hanging on for dear life.

MITCH LEES

The TM counter balance was incredible. Made the bike feel like it wasn't even on! There were no vibrations, the counter balance was excellent. If you trailrode it all day you'd feel like you've been riding an electric bike. The power is a bit lacking in the bottom-end then it hits hard. The suspension was super plush but the clutch was a little notchy when taking off under load in second gear.

100%
FANTIC
XE
SCOTT

FANTIC XE 300

IT'S AN ENGINE THAT LOVES TO BE RIDDEN AGGRESSIVELY

Probably the most unknown and most anticipated bike of the day: the Fantic XE 300.

Fresh off the boat and only very recently becoming an option for Australian riders, this bike had the most questions hanging over it.

So, is it a Yamaha? Well, yes… and no… at the same time.

Fantic Motorcycles has had a long-standing partnership with Yamaha, using the YZ platform over the years and then giving it the full Fantic treatment. For years, people have been asking why Yamaha doesn't build a 300cc two-stroke? With the release of the XE 300, you're looking at probably the closest thing to a YZ300 you'll get.

That Yamaha connection, however, pretty much ends with the chassis, suspension and brakes. The engine, tank, airbox, plastics, exhaust, radiators, seat, electronics are Fantic built.

The XE 300 uses an aluminium semi double-cradle frame, combined with an aluminium rear subframe, carrying over the proven handling DNA of the YZ while modernising the platform with Fantic's own Italian flair.

And I have to say, the bike looks awesome – sharp, aggressive lines, full LED front and rear lights, and that typically slick Italian finish. Fantic's even claiming it's the most powerful bike in class. Bold claim for the new kid!

Powering the XE 300 is an Italian-built Motori Minarelli engine – a liquid-cooled, single-cylinder two-stroke with reed valve intake and an electronically controlled exhaust valve. Displacement is 292.9cc with indirect fuel injection and twin throttle body injectors.

Lubrication is handled by a separate oil mixer – no pre-mix hassles here. A five-speed gearbox handles the shifts, and the clutch is a wet multi-disc unit with hydraulic control using an STM actuator and a Brembo master cylinder.

One thing to note: it's only a five-speed, not six, because the crankcases are based off the YZ250 platform. That might be a dealbreaker for trail riders.

On track, the XE 300 immediately feels familiar – the aluminium chassis gives it that classic planted YZ feel. Weight is claimed at 107kg (dry), and the nine-litre tank means you'll get plenty of riding in before needing a refill.

The engine itself is strong, but the initial bottom-end power delivery left a little to be desired. There's not a lot right off the bottom, and you have to work the hydraulic clutch to get it moving crisply.

We asked the Fantic crew about it – turns out there's an app and mapping adjustments available, but unfortunately

Fantic XE 300

ENGINE

TYPE: Single-cylinder, two-stroke with reed valve intake and electronically controlled exhaust valve
DISPLACEMENT: 292.9cc
BORE AND STROKE: 72.0mm x 72.0mm
COOLING: Liquid
COMPRESSION RATIO: 11.5:1
FUEL METERING: Indirect injection with double injectors
Tank capacity: 9L
TRANSMISSION: 5-speed
CLUTCH: Wet multi-disc with hydraulic control (STM actuator, Brembo pump)

DIMENSIONS

WHEELBASE: 1485mm
SEAT HEIGHT: 970mm
GROUND CLEARANCE: N/A
DRY WEIGHT: 107kg

SUSPENSION

FRONT: KYB 48 mm fully adjustable fork, 300mm travel
REAR: KYB fully adjustable monoshock, 315mm travel

BRAKES

FRONT: Hydraulic disc, 270mm
REAR: Hydraulic disc, 240mm

RUNNING GEAR

HANDLEBAR: N/A
FRONT TYRE: Metzeler Extreme 90/90-21
REAR TYRE: Metzeler Extreme 140/80-18

PRICE & CONTACTS

RRP: $18,495 + ORC
BROWSER: gasoline.com.au
WARRANTY: N/A

A pretty bloody good effort for a first attempt

The finishing touches were impressive

The motor had a wild mid- and top-end

they weren't ready for us to use yet.

Once you get past the slightly sluggish bottom, the XE 300 comes alive. The mid-range and top-end pull are strong, and the twin injector system delivers super crisp throttle response when you keep the bike singing in the higher revs.

It's an engine that loves to be ridden aggressively. It can be a little tiring if you're not in the mood for it, but man, when you're on the gas, it's a lot of fun.

The dual-map switch on the 'bar – offering a 'hard' and a 'soft' map – made a noticeable difference too. Most of us preferred the aggressive map on day one, as it woke up the bottom-end and gave the bike a more torquey feel.

As you'd expect, the KYB suspension on the Fantic is excellent. The 48mm fully adjustable SSS fork and shock are firm, firmer than some of the other bikes in the group. This means it prefers a bit of pace to shine and work properly.

Vibration was another point of difference: the XE 300 vibrates more than most of the other bikes, largely because it's the only one here without a counter-balancer in the engine. It's not deal-breaking, but it's noticeable – and you can't help but wonder how much more comfortable the bike would be if Fantic had fitted a balancer shaft.

The Fantic XE 300 is an excellent addition to the 300 two-stroke world. There's no doubt that with more development in the bottom-end delivery this bike could win shootouts.

The engine is strong, the chassis is proven, the suspension is sorted and there's a genuine buzz around the brand.

Hats off to Fantic for throwing itself headfirst into the competitive 300 class. It's exciting to see and even more exciting to ride.

TESTERS THOUGHTS

CHRISTIAN GIBSON

Fantic have done a fantastic job for a first attempt, even though half the bike is a Yamaha. I think for a TBI, it's as close to a carburettor feel that you can get in 2025. The chassis balance is superb. Fork action was brilliant and when it gets on the pipe, that sound is awesome.

GRAHAM GROVENELD

Why has it got five gears? Honestly, if you're a Yamaha rider, I think you're used to it. But I was struggling to find the right gear. The thing was just in between third and second, it's like I'm hunting around. It was slightly flat off the bottom, for hard enduro I think I'd struggle with it.

GEOFF BRAICO

I agree, the Fantic was fast and felt like a Yamaha. The power was awesome once you got into the mid and top-end.

JEFF BRIGGS

It's a good time. Once you hit the mid and the top, she keeps going, lacks a little bit of bottom compared to the Sherco but once she hits the mid, you're flapping off the back of her. Fastest bike here. I found it just a little bit more active in the suspension and it just felt a little cramped for me.

MITCH LEES

The Fantic had by far the fastest motor of the bunch. It didn't have great bottom-end but the mid and top-end was off the hook! I liked the suspension, it was plush and held up but the bike didn't have a counter balance and vibrated quite a lot.

The suspension was pretty good for a first attempt

SHERCO 300 SE FACTORY

IT'S EASY TO SEE WHY THIS BIKE REMAINS ONE OF THE MOST POPULAR 300 TWO-STROKES AROUND

This bike has been a serious contender for the 300cc two-stroke crown for years now, and for MY25 the French manufacturer has sharpened the package even further. The 300 SE Factory received a chassis makeover, plus a whole host of upgrades.

The high-strength chrome-molybdenum steel semi-perimeter frame has been revised, shaving 250g off the chassis alone. The aluminium subframe is also 250g lighter, and the CNC triple clamps have been trimmed down too.

Fresh plastics, a sleeker airbox with new side entry (now tool-less access, finally!), bigger yet lighter radiators with improved cooling, an updated wiring harness, a new cockpit display – it all adds up to about a kilo of weight saving.

The engine itself remains largely the same as last year, but thanks to the updates to the airbox and cooling system, the 293.1cc engine feels a tad stronger. Bore and stroke are a classic square 72.0mm x 72.0mm, and fuelling is handled by the ever-reliable 36mm Keihin PWK carburettor feeding a VForce4 reed valve system.

Now, faster might not seem necessary for a 300 two-stroke, but the end result is a super torquey, extremely usable engine package. As one of only three carburetted bikes in the test, the Sherco uses the carb and its SBS electronically-controlled exhaust valve to great effect.

There's a ton of grunt here, but it's delivered in a clean, crisp way right from the get-go. The engine ran flawlessly, with no fluff or hesitation, and thanks to the electronic exhaust valve, it feels like the bike always has just the right amount of power ready to go. It is one of the best engines.

Better yet, you can lug this thing all day through the nastiest terrain – it'll crawl and chug without stalling, giving you loads of confidence on the technical sections. And the carby torque is huge! The only downside to the engine in 2025 was having to premix fuel.

When it comes to handling, the Sherco is a weapon – and that's largely down to the suspension. Up front you get a fully adjustable 48mm KYB closed-cartridge fork with 300mm of travel, and out back a big 50mm KYB shock with 330mm of travel.

Of the group, the KYB fork package on the Sherco was one of the real standouts. It's plush enough to handle small chop and trail litter, yet firms up predictably as you load it through jumps or fast G-outs. The rear shock complements the fork perfectly, delivering excellent drive and traction

Sherco SE 300 Factory

ENGINE
TYPE: Single-cylinder, two-stroke, SBS electronically-controlled exhaust valve
DISPLACEMENT: 293.14cc
BORE AND STROKE: 72mm x 72mm
COOLING: Liquid
COMPRESSION RATIO: N/A
FUEL METERING: 36 mm Keihin PWK carburettor with VForce4 reed valve
TANK CAPACITY: 10L
TRANSMISSION: 6-speed
CLUTCH: Brembo hydraulic multi-disc in oil bath

DIMENSIONS
WHEELBASE: 1480mm
SEAT HEIGHT: 950mm
GROUND CLEARANCE: 355mm
WEIGHT: N/A

SUSPENSION
FRONT: KYB 48mm closed-cartridge fork, 300mm travel
REAR: KYB 50mm monoshock, 330mm travel

BRAKES
FRONT: Brembo hydraulic, 260mm Galfer disc
REAR: Brembo hydraulic, 220mm Galfer disc

RUNNING GEAR
Handlebar: N/A
FRONT TYRE: Michelin Enduro Medium 90/90-21
REAR TYRE: Michelin Enduro Medium 140/80-18

PRICE & CONTACTS
RRP: $16,799 + ORC
BROWSER: sherco.com.au
WARRANTY: 3 months

The Sherco has been one of the best for years

The Spes exhaust has fancy carbon-look tip

The Factory version gets a skid plate

TESTERS THOUGHTS

CHRISTIAN GIBSON

I think the bottom-end on that is really strong and really user-friendly. Again, it's jetted clean, ran super clean from bottom to top. Love the clutch. I found it super comfy to ride and it's by far the best carburettor I've ridden.

GRAHAM GROVENELD

With me being a bit taller, I kind of felt like I was away from the seat more than the other bikes, if that makes sense. So it just feels like it's a bit lower. But once you get used to it, you forget all about that. Off the bottom it felt so strong really nice and easy to use.

GEOFF BRAICO

Yeah it's definitely one of the raciest of the lot and the seat is excellent, it grips your bum so well. It felt so comfortable and neutral.

JEFF BRIGGS

It's probably the most comfy I've been on Sherco. I really like the fork. I think it's nice and plush, when you push for it, it's solid. You sit really high on the bike. It's strong, it's fast, and, you know, everything's pretty integrated now. It's very easy to move around on, the grip of the seats good.

MITCH LEES

I had one of these as a long termer a few years ago and they've improved the chassis and suspension. It's a little stiffer now and more compliant in the fast stuff. The motor has always been incredibly strong and still is.

everywhere we pointed the bike.

The bike does sit a little higher in the rear compared to some of the others – not a huge deal, but we did run a little more sag in the shock to level it out and keep the front-end biting in the corners.

Brakes are a familiar strong point, with Brembo hydraulic calipers clamping onto a 260mm Galfer disc up front and a 220mm Galfer disc at the rear. It's a powerful, predictable system, with a very easy-to-modulate feel at the lever that never failed

The Sherco's wheels are top quality too, running black EXCEL Takasago rims, wrapped in Michelin Enduro Medium tyres straight from the factory. These are the standard tyres!

Wheelbase is a compact 1480mm, ground clearance is a handy 355mm and the seat height measures a reasonable 950mm – making it easy to get your feet on the gournd but a little bit cramped for our bigger riders.

The new slimmer bodywork makes the bike easier to move around on, and there's less to get snagged up on compared to the older models.

Fit and finish is typically excellent, and the usual Sherco dual-map switch on the 'bar (Hard and Soft) works flawlessly if you need to mellow the bike out for tougher conditions.

There's even a radiator thermo fan and expansion tank fitted as standard, meaning overheating isn't something you're likely to stress about on a hot day.

The 2025 Sherco SE 300 Factory is an absolute ripper. It's easy to see why this bike remains one of the most popular 300cc two-strokes around: it's fast, it's incredibly fun to ride, it's polished and honestly, it sounds bloody glorious when it's on song.

Sherco set the trend early with KYB fork

BETA RR 300 RACE

THE FRONT-END GIVES EXCELLENT FEEL WHEN YOU'RE PUSHING HARD

Onto bike number six now, and this time it's the Beta RR 300 Race machine. This bike has one thing in mind – going fast. Beta's 300cc two-stroke line-up includes three models, but the Race model is exactly what it sounds like: a weapon built for serious competition. It's our defending 300cc shootout Champ, and it's already got a few world championships under its belt, so you know it means business.

For 2025, Beta has given the Race model a chassis makeover while keeping the engine unchanged from the major upgrades introduced in 2024.

The frame remains the steel double-cradle design, now paired with updated plastics, lighter CNC-machined footpegs, a stronger front brake setup, a beefier rear axle and a slick new map switch tucked into the handlebar pad.

As for the engine, it's the most 'traditional' feeling two-stroke here – despite having a counter-balancer. Displacement is 292.6cc, running a 73.0mm bore and 69.9mm stroke, and you still get a proper Keihin PWK 36mm carburettor feeding the engine through a reed valve induction system.

The Beta uses the BPV (Beta Progressive Valve) power valve system to broaden the powerband, and the unique twin-spark cylinder head (with twin NGK MR7BI-8 plugs) plays a big part in the engine's crisp response and strong torque. It's also still running pre-mix fuel – no oil injection like the X-Pro.

First off, Beta Australia had this thing jetted absolutely spot-on. No bog, no hesitation, just pure crispness. The power delivery is fantastic: super strong off the bottom, ripping through the mid-range, and pulling right up into the top without becoming unmanageable.

Despite being probably the most responsive bike here when you crack the throttle, it never feels like it's going to tear your arms off. Thanks to the twin-spark head and perfect carb tuning, you can short-shift the Beta through third and fourth gear and it just pulls, perfect for tight terrain.

On the suspension front, the Beta doesn't disappoint either. You get a fully adjustable 48mm KYB closed-cartridge fork and a KYB C46 RCU shock with 300mm and 287mm of travel respectively.

The suspension is definitely on the firmer side but it matches the race intent of the bike perfectly. The front-end gives excellent feel when you're pushing hard at speed, and the rear shock does a great job transferring drive to the ground. That said, if you prefer slow, trailriding, the Beta Race might feel a bit stiff – in that

Beta RR 300 Race

ENGINE

TYPE: Single-cylinder, two-stroke
DISPLACEMENT: 292.6cc
BORE AND STROKE: 73mm x 69.9mm
COOLING: Liquid
COMPRESSION RATIO: 11.6:1
FUEL METERING: Keihin PWK 36 carburettor
TANK CAPACITY: 9.5L
TRANSMISSION: 6-speed
CLUTCH: Wet multi-disc

DIMENSIONS

WHEELBASE: 1482mm
SEAT HEIGHT: 950mm
GROUND CLEARANCE: 340mm
WEIGHT: 103.5kg (dry)

SUSPENSION

FRONT: KYB 48mm closed-cartridge fork, 300mm travel
REAR: KYB C46 RCU monoshock with progressive linkage, 287mm travel

BRAKES

FRONT: Nissin, hydraulic wave disc, 260mm
REAR: Nissin, hydraulic wave disc, 240mm

RUNNING GEAR

HANDLEBAR: N/A
FRONT TYRE: Pirelli Scorpion Mid-Soft 90/90-21
REAR TYRE: Pirelli Scorpion Mid-Soft 140/80-18

PRICE & CONTACTS

RRP: $17,720 + ORC
BROWSER: betamotor.com.au
WARRANTY: 3 months

The Race model looks like a factory machine

Annodised bits, powder coated swingarm

The twin spark engine is incredibly strong

case, the softer-sprung X-Pro model might be more up your alley.

The updated chassis and plastics give the bike a more unified, polished feel. Seat height is 950mm, but the big news is that Beta finally listened and added more seat foam – no longer does your backside feel like it's been whacked with a newspaper after a long ride. Wheelbase measures 1482mm, ground clearance sits at a healthy 340mm

Braking is handled by quality Nissin hardware clamping onto a 260mm front wave disc and a 240mm rear disc. Stopping power is excellent, predictable and it no longer feels spongey int he front or dives under load when braking.

Other practical touches include a decent-sized 9.5L fuel tank (with a 2.3L reserve), a Kokusan AC ignition system with digital CDI, and electric start that reliably fires the bike to life.

The 2025 Beta RR 300 Race is a serious contender for the 300cc two-stroke crown. The motor is crisp, it's fast, it's jetted perfectly and it feels alive. There's power everywhere and it hits a little harder than the injection models which is great for racing but might be handful for trailriding.

The suspension is impressive for racing. The KYB front-end doesn't dive like it can on the X-Pro model, braking on steep downhills. But some of our trail testers felt it deflected a little on loose, cricket-ball-sized rocks.

It's built to be pushed hard and it's easy to see why the Beta RR 300 Race continues to be one of the true favourites in the off-road race scene. *Ed: This test bike had Pirelli Scorpion XC Mid-Soft tyres fitted which are a superior tyre to the Maxxis Enduro they come standard with.*

TESTERS THOUGHTS

CHRISTIAN GIBSON

It's my favourite bike of the day. The twin plug makes it run super clean. Much cleaner than my 2023. It's power everywhere. Again, even though the frame's probably slightly smaller than the Austrian bikes there's still room on it for me, and front to back balance - It doesn't pitch.

GRAHAM GROVENELD

I hadn't ridden KYB before. I've heard a lot about it. All of those bikes that had KYB were very good. The power delivery on the Beta with that carby took some getting used to. But the way it's balanced felt pretty good.

GEOFF BRAICO

The KYB version means business. I would say it's the fastest bike here. I think it's also the cleanest running carby of the lot. So they've done a really good job of that. I can't really fault the Beta to be honest.

JEFF BRIGGS

This was the real racer of the group. The fork was excellent and it felt the fastest. The seat was a bit hard but it felt super racey.

MITCH LEES

I had one of these last year as a long termer and the dual spark motor is a cracker. Strong, linear power everywhere and the map switch makes the bike rideable. The suspension was a little stiff for me when trailriding over all the loose rocks.

Beta's KYB suspension was excellent for racing

GASGAS EC 300

THE GASGAS EC 300 EASILY WINS THE 'TRAILBIKE' AWARD AMONG THE GROUP

Finally, we have the GASGAS EC 300 – the third and final bike entered from the Austrian camp. This one's often known as the 'fun' or 'budget-friendly' bike of the KTM group. It shares the same 293.1cc TBI engine platform as the KTM and Husky, with a 72mm bore and 72mm stroke, running Vitesco Technologies EMS and Keihin EFI through a 39mm throttle body. But a few key parts have been switched out – or simply left off – to keep the price lower and make the EC 300 more accessible to everyday riders.

The major differences? The GASGAS runs a WP XPLOR open-cartridge fork up front (48mm, 300mm travel) rather than the more expensive closed-cartridge systems of its siblings. It uses forged aluminium triple clamps instead of machined ones, skips the map switch, doesn't come with handguards or a bash plate, and rolls on slightly more basic wheels. The braking and clutch systems are also different, with Braktec hydraulics handling stopping and clutch duties instead of Brembo.

After the massive overhaul in 2024, the 2025 GASGAS machines only get a few small updates – refinements to the swingarm, revised shock linkage, a stronger rear brake caliper and a fresh new look. Parked next to the KTM and Husky, yeah, the GASGAS does look a little plain – but with more than $3300 in savings compared to the Champion Edition, many riders will forgive the red machine's simpler appearance.

On the track, the EC 300 feels decent, but it's easily the softest and most laidback bike of the group. The engine – despite being the same basic design – feels noticeably more choked up than its Austrian brothers, mostly due to a more restrictive airbox setup. In fact, at times, it feels closer to a 250 in power delivery rather than a full-blown 300. It's still a great engine, just milder. With some simple airbox mods, you could easily wake it up and unlock more response.

One thing that it needs is a map switch. There's none fitted stock, but one can be added aftermarket, which is good news for those who want more tuning options on the fly. The GASGAS's engine is definitely aimed more toward the trail-oriented rider: it's super easy to ride, not intimidating and very forgiving. If you're new to the enduro scene, the EC 300 could be the perfect launchpad.

Much like the engine, the suspension package is on the soft side too. The WP XPLOR open-cartridge fork – while one of the better versions we've felt – still

GASGAS EC 300

ENGINE
TYPE: Single-cylinder, two-stroke
DISPLACEMENT: 293.15cc
BORE AND STROKE: 72mm x 72mm
COOLING: Liquid
COMPRESSION RATIO: N/A
FUEL METERING: Keihin EFI, 39mm throttle body
TANK CAPACITY: 9L
TRANSMISSION: 6-speed
CLUTCH: DDS wet multi-disc clutch, Braktec hydraulics

DIMENSIONS
WHEELBASE: 1489mm
SEAT HEIGHT: 956mm
GROUND CLEARANCE: 354mm
WEIGHT: 107.6 kg (dry)

SUSPENSION
FRONT: WP 48mm XPLOR-USD fork, 300mm travel
REAR: WP XACT monoshock with linkage, 300mm travel

BRAKES
FRONT: Braktec, hydraulic Disc brake, 260mm
REAR: Braktec, hydraulic Disc brake, 220mm

RUNNING GEAR
HANDLEBAR: Neken, aluminium 28/22 mm
FRONT TYRE: Maxxis Enduro 90/90-21
REAR TYRE: Maxxis Enduro 140/80-18

PRICE & CONTACTS
RRP: $16,565 + ORC
BROWSER: www.gasgas.com/en-au
WARRANTY: 3 months

GASGAS have designed this bike for trailriders

Tapered swingarm is a nice touch

No skid plate is a problem for the frame's wellbeing

has that classic soft XPLOR feel. It's plush at slow speeds, works great through rocky, technical trail sections, but blows through the stroke quite quickly if you're hammering at race pace. The WP XACT Monoshock with linkage (300mm travel rear) matches well with the fork's character: soft but manageable, producing excellent traction and making the bike easy to control across technical trails.

For trail riding, the GASGAS is a comfy couch – it's definitely the bike that'll beat you up the least after a full day in the saddle. The Neken handlebar (28/22mm) gives a comfortable riding position, and the seat height at 956mm is slightly lower than its Austrian cousins, making it a bit more accessible for shorter riders too. Ground clearance is solid at 354mm, and the wheelbase is 1489mm, giving it a nicely balanced feel.

One real gripe? No handguards fitted as standard. It's a $30-$50 fix, but after smashing your knuckles on enough low-hanging branches, you start wishing they were stock. At least the Braktec brakes – once a sore point when they first launched – are now much improved. Braking feel is strong and predictable, and the aluminium silencer keeps noise levels nice and manageable while shaving a bit of weight.

The GASGAS EC 300 easily wins the 'trailbike' award among the group. And don't forget, it's injected so no stashing premix in the bush, just ride into the servo and top 'er up. It's light (107.6kg dry), friendly, easygoing and a fantastic bike for someone who wants a fuss-free, affordable entry into 300cc two-strokes.

It still has a solid place for riders who just want to hit the trails and have fun without overcomplicating things.

TESTERS THOUGHTS

CHRISTIAN GIBSON

I'm gonna disagree with Graham. I think that is a fantastic trail bike and I could ride that all day at Red Hill and Menai. And that's the best stock open cartridge fork I've ever ridden on below 60 kilometers an hour. As a trail riding fork, I can't fault it. I thought it was fantastic.

GRAHAM GROVENELD

I just dunno why they make that, honestly, it's an entry level but it's got nothing on it. But it's cheaper. But then you've gotta put everything on it. Hasn't even got a bash plate. No hand guards. You know, you gotta spend money on it. So to me it doesn't make sense.

GEOFF BRAICO

It was much improved over the previous generation and for an open chamber fork it held up incredibly well.

JEFF BRIGGS

I agree with Braico, it's much better than the previous GASGAS with TPI but it is built for trailriding more than anything else.

MITCH LEES

This is the budget-friendly option of the Austrian group. It also felt the slowest of the three and the softest which is good for trailriding. Handguards would be good!

WP XACT shock is a little softer than the KTM's

2025
300cc
TWO-STROKE
TRAIL/RACE

WINNER, WINNER!

OH BABY, HERE WE GO! SO, WHICH BIKE IS THE 2025 ADB 300 TWO-STROKE 'RACE AND TRAIL' SHOOTOUT WINNER?

By the slimmest of margins, let's say congratulations to the 2025 KTM 300 EXC Champion Edition!

What a turnaround for the KTM machine after a few so-so years in the 300cc class. It's been a long road of trials and tribulations with the TPI and now TBI bikes, but it looks like the 2025 version has finally set the new benchmark for what a 300 two-stroke needs to be.

A strong, useable engine package paired with the all-round solid capability of the new WP suspension, plus the updates to the chassis and the striking look of the Champion Edition – it all sealed the deal for 2025. Not to mention no mixing fuel for those long rides when one tank isn't enough! The only issue testers had was the price.

Coming in a ridiculously close second place was the Beta RR 300 Race. Featuring the strongest engine of the group and a racey suspension package, the Beta came painfully close to taking the crown – we're talking within 0.2 of a point!

Not a bad bike in the bunch, seriously!

Rounding out the podium was the super fun Sherco 300 SE Factory. Yet another epic engine and suspension combo, with a fit and finish to match.

If there's one big takeaway from this test, it's this: it's clear to us which manufacturers have the hours on the board in the development department. KTM, Beta and Sherco are massive players in the 300cc two-stroke world, backed by loads of racing experience across both enduro and hard enduro. These bikes are so refined now, it's obvious the moment you hop on them.

That's not taking anything away from the other bikes. The Husky could easily have been right in the mix if we'd had a 300cc version, and the TM, with a bit more fine-tuning and time under its belt, could easily win.

The GASGAS is happily carving its niche in the trail sector. And the Fantic? Let's just say you wouldn't guess it's a rookie in this class. Give the XE 300 a few more years out on the trails, and the new kid on the block could definitely become a big threat to the three bikes currently at the top.

There's no denying just how strong the 300cc two-stroke market is right now. Every single one of these bikes is an incredible bit of kit – and they are all unbelievably fun to ride. They're light, agile, fast as hell and an absolute must-have if you love trail riding with your mates or tackling fast, special tests.

It was an epic experience riding all of these machines. But at the end of the day, there could only be one winner – and that was the KTM 300 EXC Champion Edition. Champion by name, champion by nature. ADB

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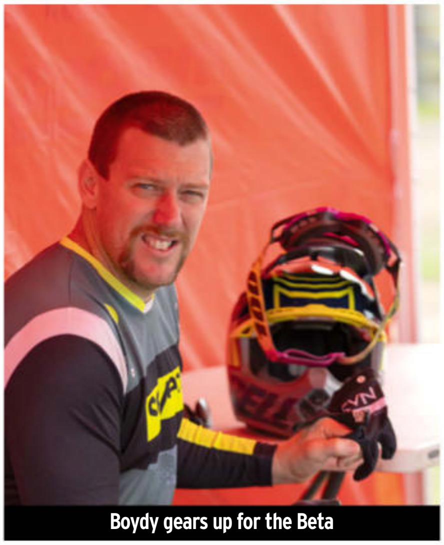
WORDS // **MAT BOYD** PHOTOS // **MATTY MCFERRAN**

BETA STEPS UP!

Beta has entered the 450cc motocross fray with its impressive RX 450. We test it at a perfectly groomed QMP track

TC and map settings are front and centre



Boydy gears up for the Beta

The RX 450 is Beta's first attempt at building a 450cc motocross machine. The Italian manufacturer is better known in the off-road and trials scene for its spread of competitive models ranging from small-bore two strokes to big-bore four strokes, so this RX 450 is new territory.

Beta has offered a 300cc two-stroke motocross bike in the past but the RX 450 has only been on the market for 12 months, while it has been under development and raced in MXGP for four years.

While we had the opportunity to test a pre-production model of the RX 450 last year, this is the first time we've tested the production model, and so while there are a few small updates to the 2025 model, the bike we are testing is exactly the same way you will be able to buy it from the showroom floor... apart from a set of Pirelli Scorpion tyres that have been fitted in place of the standard

Maxxis tyres.

We jetted up to the Gold Coast and drove out to Queensland Moto Park to test ride the RX 450 on the picturesque motocross track which entailed some nice loam, ruts and jumps up, and down the side of a grassy hill.

WHAT'S NEW?

New for 2025 is the rear subframe and air filter housing. The geometry of the housing remains the same but the stiffness and strength has been increased, while air filter changes remain tool-less from the left-hand side.

The KYB internal settings have been revised to increase stability at speed and a new lithium battery has been fitted with higher amperage to improve starting.

The rear sprocket has been increased one tooth from 50T to 51T and the handlebar block has been replaced with a set that raises the 'bar by 5mm and reduces vibrations through the handlebar. This year's model also gets less bulky footpegs and a rear axle that has been increased 2mm in diameter to 22mm.

The engine mapping has been updated and the bike is now delivered with four different throttle pulleys that can be changed to customise the throttle response.

HOW DOES IT RIDE?

The 2025 RX 450 is an easy and forgiving bike to ride. The suspension is on the softer, more compliant side while the engine is tuned to be rider-friendly. The entire bike is built around motocross; this is not just an enduro model with the headlight removed, so the gearing and power curve all work well for motocross.

The power curve is sharper and more aggressive than an enduro bike but still not as aggressive as many other motocross brands. This isn't a terrible thing because it makes the RX 450 easy to ride and easy to manage.

The frame is flexible and doesn't have the solid, rigid feel to it that many modern alloy frames have these days. The bike feels tall, especially through the seat, and the overall ergonomics are unique to Beta.

Boydy lowered the fork in the triple clamps

Tidy Beta-branded exhaust

To optimise handling I set the sag at 105mm and lowered the fork in the triple clamps by 2mm to lift the front-end of the motorcycle. Then I went in stiffer on the compression by five clicks both front and rear, and then the bike felt more settled turning into ruts as well as through the middle of the turns.

I spent the majority of the test in the dry map where the engine delivers its most aggressive power and I wouldn't feel the need to change anything or use any other maps unless it was super slippery. The engine revs don't spike or climb super quick but the RX 450 is still is a 450cc machine, so it will still pull hard if you let the engine wind out. The KYB suspension has to be commended – it is smooth and comfortable with a very predictable feel that is easy on the rider.

If I had to summarise the Beta RX 450 in three words I would say: "Easy to ride."

WHO DOES IT SUIT?

Thanks to its user friendliness, the Beta RX 450 will suit a wide variety of riders. Many modern 450cc machines are super-fast and aggressive, meaning you need to be highly skilled to handle them, but the Beta has a softer power curve and comfortable suspension, which means it will be a much easier bike to manage for beginner to intermediate riders.

I would even go as far as saying the RX 450 would be the perfect bike for a Vets rider or someone looking to get back into the sport after some time away. I also believe many club-level riders would excel on the Beta as you

Easy access compression damping adjuster

The engine has a softer power curve

The bike we are testing is exactly the same way you will be able to buy it from the showroom floor

can ride it all day without being beaten up by it or becoming fatigued.

This bike also has has a lot of potential as a high level race bike and is a great package to build off.

WHAT DID THEY FIX?

I really enjoyed riding the RX 450 and had a hard time complaining about much. I had to go back through my notes last year and to remind me that I thought the front-end was twitchy and had a loose feeling to it, while I also felt some vibration through the handlebars. This year the track we tested on was fast and I never experienced any of this, so I can only assume the new suspension settings along with the new handlebar blocks have resolved these issues as I found the 2025 model RX 450 to be a very smooth and stable machine at speed.

The 2025 model has new mapping and a larger rear sprocket and I found it to not only be smoother but more responsive and better out of turns. This could also be the fact that the machine we tested last year was a pre-production model and the mapping was still in development stages, but either way it was a welcome improvement.

WHAT WOULD I CHANGE?

The bike in stock form is a great platform for the masses but if I was to take it racing then I would take a look inside the engine to see if I could improve the power. I would also then remap the bike to make it more aggressive, and spring and valve the suspension to be harder. I would also experiment with the optional throttle cams to see if they improve the throttle response and lastly I would look at tightening the torque on the swingarm pivot bolt and engine mounts to see if I could add some rigidity to the chassis, or maybe even look at different engine mounts.

These adjustments are only going to improve the bike for elite level racers and will likely make the bike feel very rigid and rough to ride for beginners and intermediate level riders. What a pro rider wants is very different to what a beginner or intermediate rider needs, with very little cross over between the two. This bike is built and tuned very well for most riders straight out of the box.

HOW'S BETA'S SUPPORT?

This is a question we get asked a lot. People would assume that because Beta is not as big as KTM or Yamaha that the support from the factory or dealers is not as strong. Beta's warehouse in Florence, Italy has recently doubled in size and now employs over 230 staff with the anticipation of breaking into the motocross market. Following the same trend, Beta Australia has been focusing on growth and now has 30 dealers across Australia, with more to come.

The Beta warehouse is located on the Gold Coast in Queensland and air freights parts in weekly to make sure parts supply is up to date. The company also offers online ordering with direct postage to your door through the betamotor.com.au website.

Beta is making a big push to get as many people to ride a Beta as possible through demo days that circulate the country, so if you are keen to ride a Beta then contact your local dealer and request a test ride.

Furthermore, to increase presence on the race track, Beta has introduced Beta Race Support. The discount depends on the series and calibre of rider but Beta is now offering a program to get as many Beta motorcycles on the race track as possible to prove their competitiveness.

Got something to say about this yarn?
✉ Let us know at adbmag@adbmag.com.au

Nissin rear brake

The RX 450 is smooth and responsive out of turns

MY25 BETA RX450

ENGINE

ENGINE TYPE: Single-cylinder, four-stroke, liquid-cooled
DISPLACEMENT: 449.3 cc
BORE & STROKE: 97mm x 60.8mm
COMPRESSION RATIO: 13.5:1
STARTER: Electric starter only
IGNITION: AC Kokusan - Digital CDI
LUBRICATION: 2 oil pumps
FUEL SYSTEM: Elldor dual electronic injection
THROTTLE BODY: 46mm
CLUTCH: Wet multi-disc clutch
TRANSMISSION: Five speed

CHASSIS & DIMENSIONS

FRAME: Molybdenum steel with double cradle split above the exhaust port
WHEELBASE: 1485mm
SEAT HEIGHT: 945mm
GROUND CLEARANCE: 335mm
FOOTREST HEIGHT: 422mm
WEIGHT (DRY): 104.5 kg (Front: 51.4 kg / Rear: 53.1 kg)
FUEL TANK CAPACITY: 7.0 L
RESERVE FUEL: 1.4 L

SUSPENSION & BRAKES

FRONT SUSPENSION: 48 mm KYB AOS Closed Cartridge with adjustable compression & rebound
REAR SUSPENSION: KYB 50 mm body with adjustable rebound and high/low speed on compression adjustment (135mm stroke)
FRONT BRAKE: Nissin double-piston floating caliper with 260mm Wave disc.
REAR BRAKE: Nissin single-piston floating caliper with 240mm wave disc

WHEELS & TYRES

FRONT TYRE: Pirelli Scorpion XC mid-soft, 90/90 21
REAR TYRE: Pirelli Scorpion XC mid-soft, 140/80 18

PRICE & CONTACTS

RRP: $15,295 Ride Away
WARRANTY: 1 month
BROWSER: betamotor.com.au

> *Beta Australia has been focusing on growth and now has 30 dealers across Australia, with more to come*

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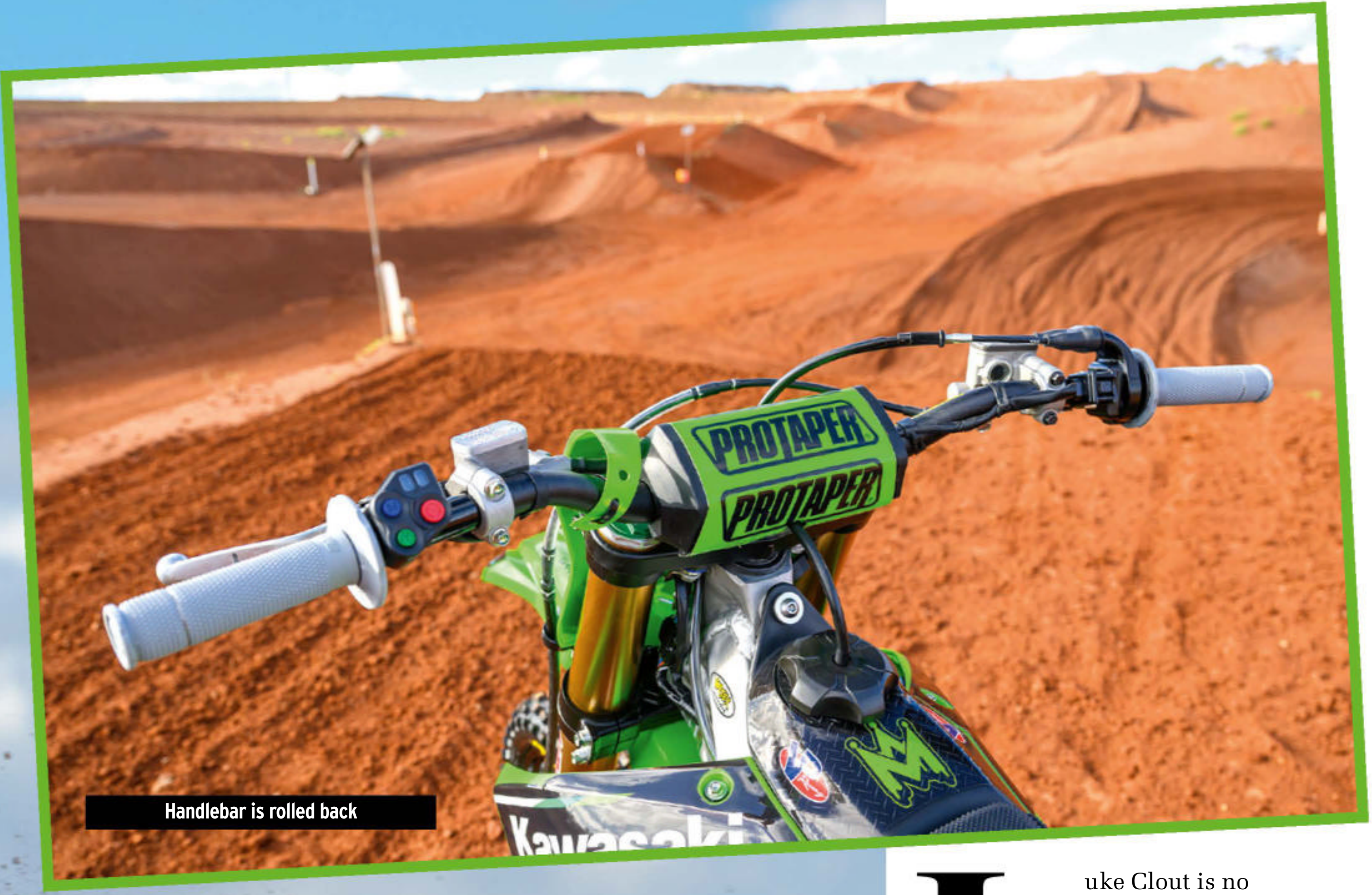
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

DUNLOP
PROTAPER
PENRITE
SANTA CRUZ
FOX
4

Serious Clout

WORDS // **LEE HOGAN** PHOTOS // **RBMOTOLENS**

LEE HOGAN THROWS A LEG OVER LUKE CLOUT'S RACE-WINNING EMPIRE KAWASAKI KX450



Handlebar is rolled back

Luke Clout is no stranger to the top step of the podium. In fact, he's no stranger to holding that championship cup aloft at the completion of a season.

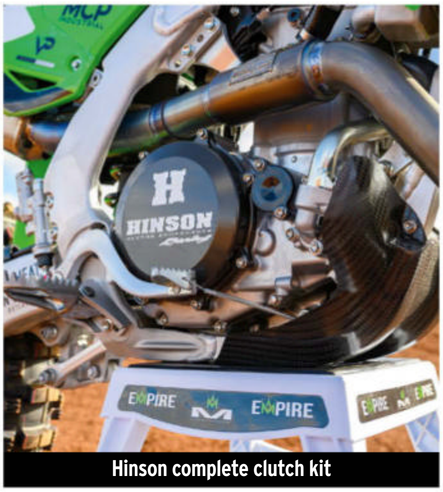
When it comes to bike setup and riding style, Clout has a distinctive way of doing things. Partly brought on by an extremely aggressive riding style, Clout's suspension and overall bike setup is designed for someone who holds the throttle to the stopper, brakes at the very last minute, and then gets back on the throttle just as quick.

I've had the pleasure of riding many of Luke's factory racebikes over the years, from his championship winning Serco Yamaha YZ250F early in his senior career to his dominant CDR Yamaha YZ450F at the peak of his career. And now I've thrown a leg over his current steed, the Penrite Empire Kawasaki KX450. All the bikes have very similar traits and it is easy to figure out what Luke expects and needs from a bike. Some of the characteristics of the bikes have changed slightly over the years, such as handlebar height, but the general feel is always the same.

Let's take a closer look at the #4 machine of Luke Clout.

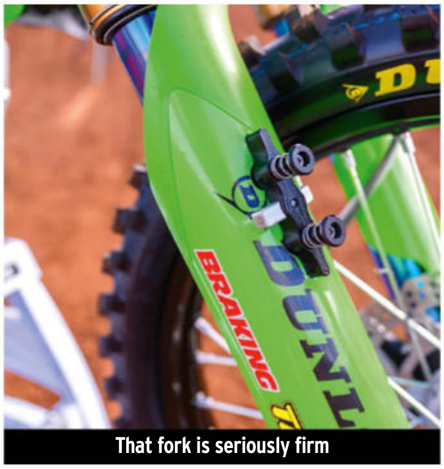
EMPIRE
Kawasaki
PENRITE
RACING
KOKO

Brad McAlpine runs through the setup with Hogan

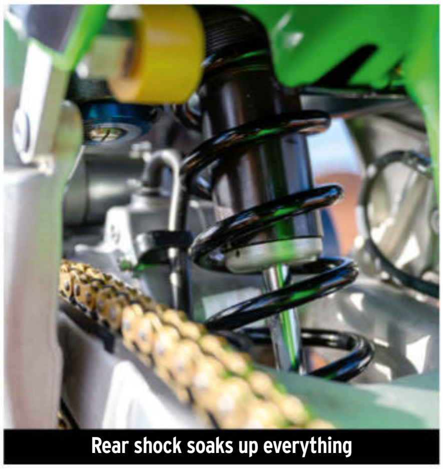


Hinson complete clutch kit

Guts ribbed gripper seat cover



That fork is seriously firm



Rear shock soaks up everything

RIDING RIDE PARK

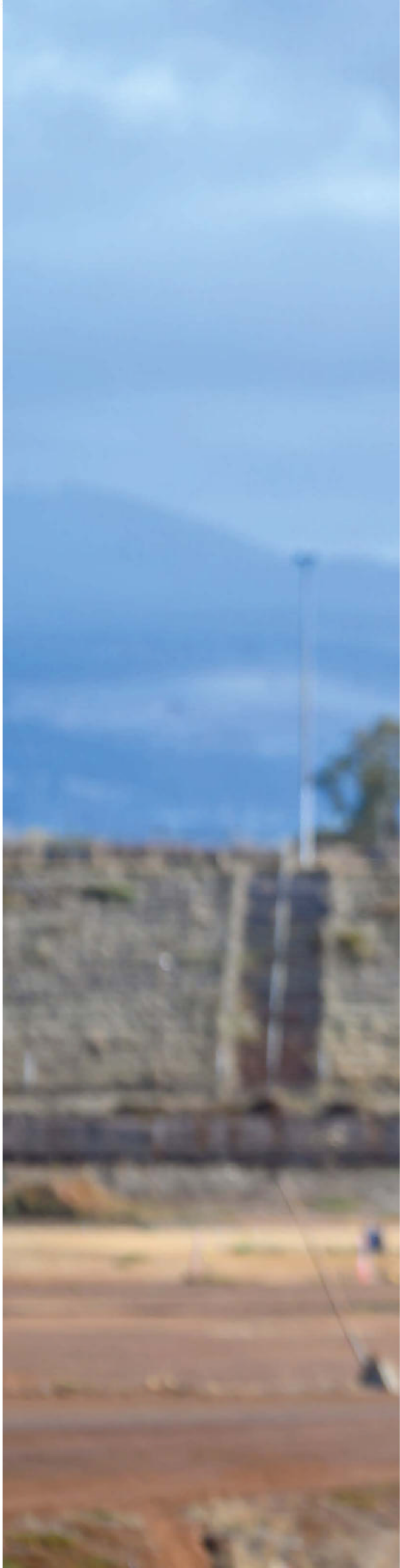
The test of Luke's green machine took place on the impressive Ride Park circuit situated near Bacchus Marsh, about 45 minutes west of Melbourne. Normally the track would be prepped, fluffed up, watered and looking good for the public on any given weekend of the year, but on my request Anthony and the track crew left the track rough, beat down and a little dry on purpose. In other words, very similar to how a national level ProMX track would look at the end of a race day. There is no use testing a bike of this calibre on a smooth and prepped track, as much as this is what I'm used to these days.

The track was filled with sharp-edge bumps, both in braking zones and acceleration zones, with all the ruts, ledges, hidden holes and pitfalls you would expect on a tough MX track. The scene was set and I was champing at the bit and ready to go.

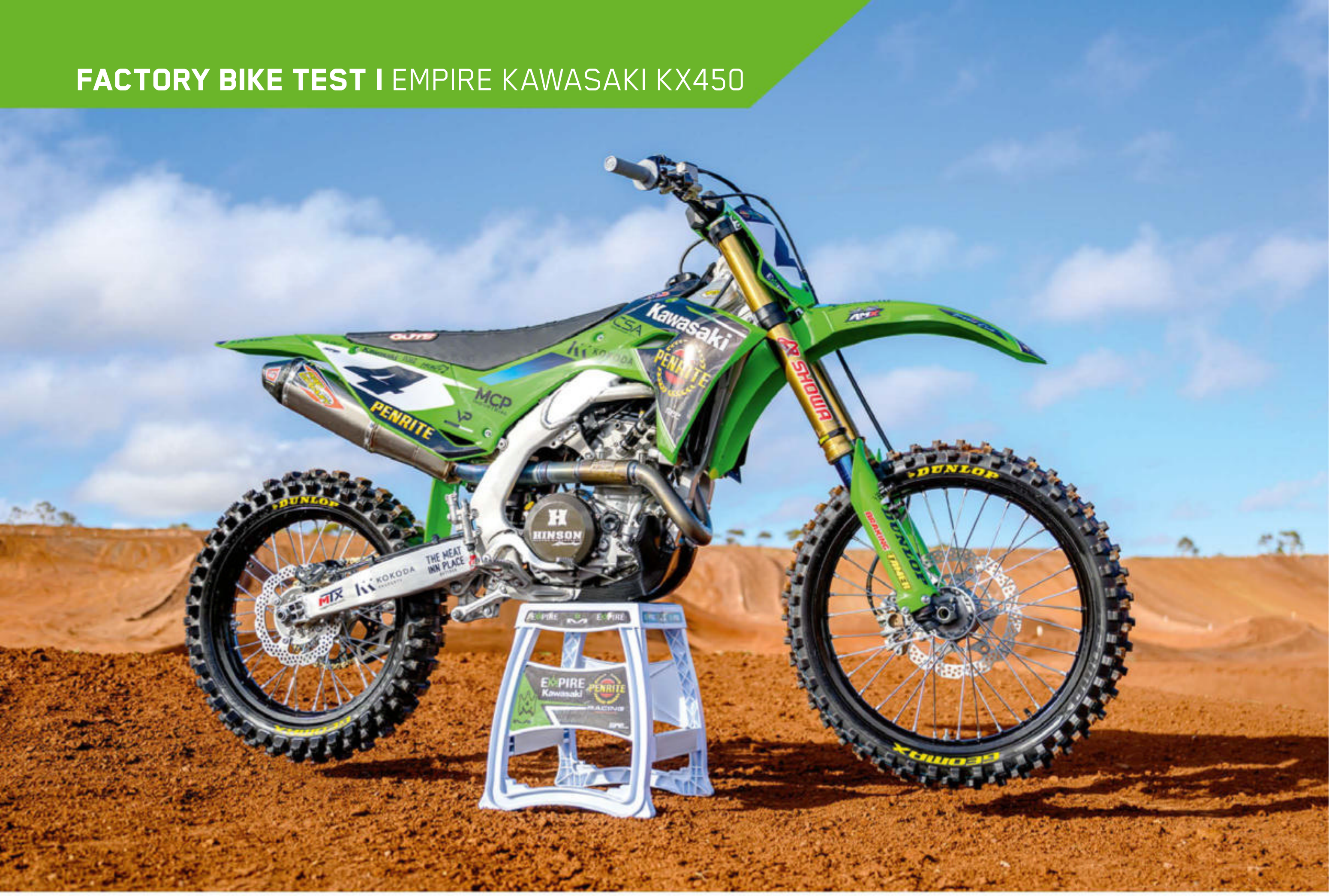
INITIAL IMPRESSIONS

Walking up to the #4 machine I couldn't help but stop to admire this work of art. Long-time Aussie race technician Brad McAlpine plays an integral role at Empire Kawasaki, ensuring no stone is unturned when it comes to both the performance of the team's racebikes along with their appearance; Clout's KX450 really is one of the cleanest and best-presented bikes in the paddock.

The first thing that catches the eye is how seamlessly the package comes together, from the ultra-clean looking Penrite Empire Kawasaki graphics by SPP that blend in perfectly with the 'Guts' Gripper seat cover, to the finer details such as the factory Dunlop tyres, Pro Circuit Ti6 exhaust system, and the 38 holes drilled into the bright green airbox cover for better airflow to the fire-breathing engine. The whole package demands your attention.



The first thing that catches the eye is how seamlessly the package comes together, from the ultra-clean looking Penrite Empire Kawasaki graphics



Plenty of bite i these 'pegs

Rear factory Dunlop hooks up where it shouldn't

Pro Circuit exhaust

GRAB YOUR T-BARS

As mentioned, Luke Clout has always run a unique setup with his racebikes and in the past, whenever I've had the opportunity to test his bikes, I've always moved the 'bars and levers before doing my warm-up laps. Clout loves to run his handlebar quite low and rolled back towards him, but this time I decided to ride his bike exactly as-is.

As obscure as the setup felt to me, I wanted to try and get in the head of Clout and really feel this motorcycle as it was meant to be felt. I even tried to ride this bike a little more aggressively than I normally would, braking a little later and revving the engine out a tad more than I usually would on my 450. I knew that the #4's engine and suspension had been developed for this style of riding and so it would no doubt be at its best when the pilot rode it that way.

OUT ON TRACK

There was no real time to tip-toe my way around Ride Park. The combination of a rough and ready track combined with a world-class rider's suspension setup meant that anything less than a fast pace would make this bike feel like I was riding a BMX around Saddleback raceway in the 1980s.

I set off for my initial warm-up laps with my concentration and line choices locked in. Sure enough, there were some surprises as I completed my first lap and picked up the pace a little more. First up was the brilliant, smooth and potent engine package; not the type of power that rips your arms out of your sockets, but the type of power that comes on smooth and strong before building effortlessly all the way through the range. This engine would work anywhere, from

CRM KARBO
EMPIRE
PENRITE
MCP INDUSTRIAL
THE MEAT INN PLACE
KOKODA

The engine is the highlight of the whole package

the deep sand of WA to the rock-hard clay at Appin in NSW.

The next thing I noticed was the balance of the suspension, which was mind blowing. The rear shock was like butter and soaked up everything on the tricky and technical 'Ride Park circuit. In contrast, the fork was so firm that I felt every tiny bump on the track, to the point I almost thought the team had accidentally bolted on Clout's supercross fork instead of the outdoor Factory Showa unit. The setup made sense only after chatting with race team technician Brad McAlpine, which I'll explain later on in this Factory bike review.

FAVOURITE THINGS

My favourite thing about Luke's bike was the engine, although this was a tough choice because the rear shock is so bang on! Basically, the setup is exactly how I would have my engine and rear shock if I could build my dream bike.

The engine is comparable to the peak power made by both Jed Beaton's Monster Energy CDR Yamaha and Kyle Webster's Boost Mobile HRC Honda. Perhaps not quite the arm-wrenching mid-range punch of Jed's engine but certainly with the smooth roll-on torque of Webster's engine. I'd really be splitting hairs trying to find a major difference between these three racebike engines, and there should be no surprises with that.

> **The engine is comparable to the peak power made by both Jed Beaton's Monster Energy CDR Yamaha**

Clout has made a transition in recent years from being a 450 rider known to rev the engine a little too high in the rev range (much how a 250cc four-stroke would be ridden) to now riding a lot lower in the rev range most of the time; this is something that Luke and the teams he has ridden for over the years have worked a lot on. However, every now and then when things go pear-shaped for Luke out on the racetrack, he will go back to revving the engine a little more. This made it important when developing this engine that it could be ridden low in the revs or high in the revs without any major repercussions, and from that point of view this engine is a major success.

Factory Dunlops are super grippy

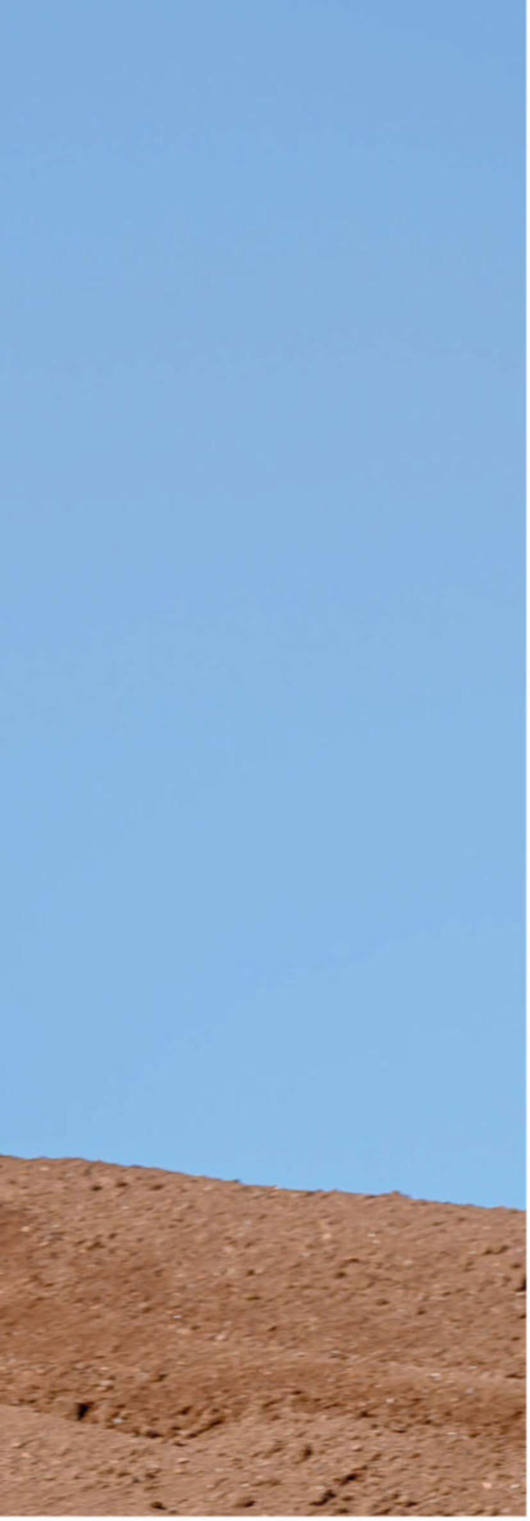
The Showa A-Kit rear shock is the next best thing about Luke's bike. When I first sat on the bike, before I even started it up, I pushed up and

One thing that did pleasantly surprise me was the handlebar and lever set up

down on the fork and bounced a few times on the rear shock. The fork felt firm to push down on, but it was the shock that had my mind ticking over; it seriously felt like a supercross-spec rear-end. I could only push it down about a quarter of its stroke and the rebound felt really quite slow and sticky. I was certain before I went out for my first ride that it would be the fork that felt reasonably plush and the shock that made me feel every bump on the track, but I was completely wrong.

I'm not sure how the team has achieved this but the shock soaked everything up with ease, from the small choppy bumps to the big holes and ledges. The massive takeoffs and landers to the huge jumps at Ride Park were a breeze on this bike. The rear-end didn't feel too firm and, sure enough, the rebound didn't feel slow and sticky. It's just an incredible package that handled everything I could throw at it.

The factory Dunlop tyres also deserve mention. It's always special riding on factory Dunlop tyres and I've had this opportunity several times over the years on various racebikes such as those run by as Dean Ferris, Todd Waters, Jed Beaton and Kyle Webster. It goes without saying that the whole package comes together to the nth degree with these tyres, and this is certainly the case with the #4 Empire Kawasaki; the factory Dunlops have a way of giving traction where it doesn't feel like there should be any. Of course the trade off is these tyres wear-out



quickly, which is why they aren't available to the general public.

FORK 'N' BAR

There were a few things I couldn't get used to when riding Luke's KX450. As much as I tried I just couldn't gel with the fork setup. This is something the team has been working closely with Luke on – trying to get a slightly softer and plusher setting in the fork – but each time they give it a go, Luke says it is too soft and needs to be firmer under braking so the forks hold up more. When you watch Luke on race weekend it all makes sense; he rides so hard and brakes so late in turns that the front of the bike dips in the roughest part of the corner. This means that if he doesn't have a very firm fork setup, especially in the first part of the stroke, it makes him feel like he's going over the 'bar.

Aside from obviously being noticeably slower than Luke, I like to ease off the brakes a tad coming into a turn and try to let the front-end ride a little higher to absorb the braking bumps. For this reason I just couldn't get the fork to work for me. Even when I tried to charge in and brake later I couldn't get the fork to sit in the nice part of the stroke… but it clearly works for Luke and is one of the distinctly different parts of his bike setup.

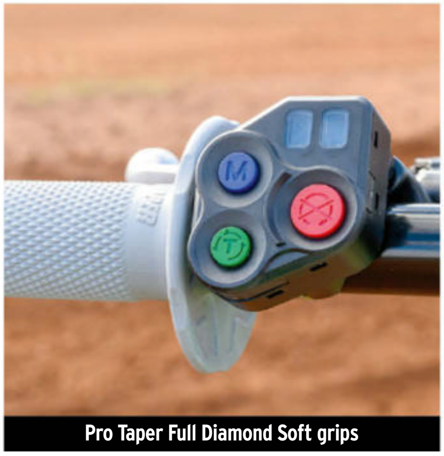
One thing that did pleasantly surprise me was the handlebar and lever set up. I had a lot of things going on during my first few rides of the bike and the fact that the rolled-back 'bar position and levers didn't enter my mind once told me that I had gotten used to the setup really quickly. I actually found that the rolled-back 'bar seemed to complement the bike setup. The lower 'bar definitely helped in turns and I didn't once feel cramped on the jumps. I even found myself crouching down into a Luke Clout seated position on a couple of occasions without even thinking about it.

VERDICT

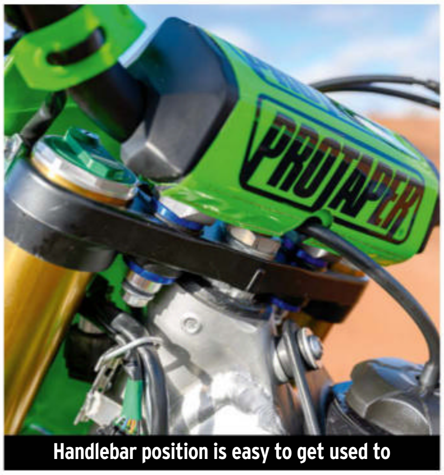
Overall I was extremely impressed with Clout's race machine and can easily see the direction he has gone in when developing his racebike. The highlight for me was the engine and rear shock, and I feel that with an hour or two of testing fork tune with Brad McAlpine, I'd have myself a dream setup. Luke's fork setup is simply a byproduct of a gun racer and his unique way of tackling a motocross track.

Watch for the #4 Penrite Empire Kawasaki up the pointy end of the field at a track near you. ADB

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au



Pro Taper Full Diamond Soft grips



Handlebar position is easy to get used to

EMPIRE KAWASAKI KX450

ENGINE
CYLINDER HEAD: Empire Kawasaki spec
CAMS: Empire Kawasaki
SPARK PLUG: NGK8
CLUTCH: Hinson Complete Kit
IGNITION: Vortex custom
AIRFILTER: Unifilter
GEARING: 13:50
CHAIN: DID
FUEL: VP Roo

DIMENSIONS
BAR: Pro Taper SX Race
GRIPS: Pro Taper Full Diamond Soft
LEVERS: Zeta

RUNNING GEAR
SUSPENSION: Showa A-Kit
TYRES: Factory Dunlop
EXHAUST: Pro Circuit
OILS: Penrite
RADIATORS: TSR Fabrication

WORDS // **KLAUS NENNEWITZ** PHOTOS // **CFMOTO**

AFFORDABLE ADVENTURER

Big-bore adventure bikes might get all the glory, but the mid-size adventure class is where the real action is – and CFMOTO has just entered the fray with its new budget-friendly 800MT-X

On-road stuff it handles well

But the 800MT-X feels at home on the dirt

The new CFMOTO 800MT-X is the most off-road focused bike in the MT range. It is based on KTM's 790 Adventure platform, sharing its trellis frame and 799cc parallel twin engine. Peak output is a claimed at 70kW (95hp) at 8500rpm and 87Nm at 6750rpm, and it tips the scales at 200kg dry (220kg kerb).

Compared to the 790 Adventure (this bike was only available in small numbers in Australia last year because some had been assembled already in the Phillipines and were looking for an adventure-hungry home), the MT-X ups the ante in the suspension department with 230mm of travel front and rear – 30mm more than the KTM – and it runs a taller fixed 870mm seat height compared to the KTM's adjustable 840-860mm perch. The 800 MT-X carries more fuel too, with a 22-litre tank (the 790 Adventure has a 20L tank), though both bikes use a similar blow-moulded design with low-slung flanks for mass centralisation.

Styling-wise, the MT-X is finished in Zephyr Blue or Nebula Black, and it sports new bodywork including a redesigned front mudguard, LED lighting system, and a closed-section aluminium swingarm (in contrast to the KTM's open-ribbed design). Braking hardware comes from J.Juan in Spain, while the suspension is supplied by Chinese brand Yu'An. This is no badge-engineered KTM – the 800MT-X is very much its own machine.

With an introductory price of $14,990 ride away ($15,990 ride away from 1 July), the MT-X is priced a full $1905 less than the 2024 KTM 790 Adventure was when they were last available in Australia last year ($16,895 ride away).

ERGONOMICS AND RIDE IMPRESSIONS

At 175cm tall, I felt more at ease on the CFMOTO than on the KTM. The rider triangle (seat, ’pegs, ’bar) feels more open and natural. There’s more room to move than on the KTM’s stepped, two-piece seat, and the handlebar position and knee grip on the slim tank are excellent for both seated and standing positions.

Control feel is generally good. Lever actuation is light enough, although the foot brake lever sits a little high for my liking when seated. The ride-by-wire throttle has too much free play, and engine braking is noticeably strong – chopping the throttle off-road causes the front-end to dive slightly. These quirks can be adapted too, but the same can’t be said for the Chinese CST tyres. Styled after the Pirelli Scorpion Rally, they’re fine

KTM-derived parallel twin is a pearler

The suspension is fully adjustable, though rear preload requires a screwdriver as there's no hand adjuster

WHAT IS CFMOTO?

CFMOTO was founded back in 1989 in Hangzhou, China – about 150km southwest of Shanghai – by the Lai family, who still owns the company today. What started as a domestic parts supplier has grown into a global player building motorcycles, scooters and ATVs for a growing list of markets.

The company built its first engine in 1997, launched its first scooter in 1998, and entered the ATV game in 2005. Unlike many state-run Chinese manufacturers, CFMOTO partnered early with Western firms, gaining a crucial edge in R&D and design.

In 2020, it teamed up with KTM under the CFMOTO-KTMR2R joint venture to manufacture 790-series bikes for the Chinese market at a new purpose-built factory in Hangzhou. It handles KTM distribution in China, while KTM owns a 49% stake in the partnership. In 2023, CFMOTO also inked a joint-venture deal with Japanese manufacturer, Yamaha.

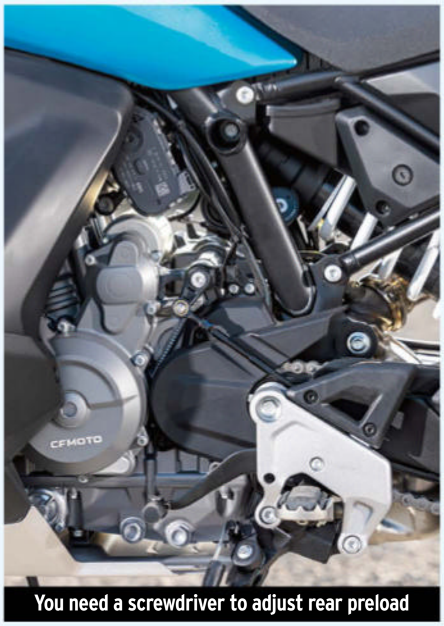
Racing? Yep, they're in that too. CFMOTO entered Moto3 in 2022 with a rebadged KTM 250 and promptly won the 2024 world title with Colombian rocket David Alonso, who notched up a record 14 wins. He has stepped into Moto2 this season on a Kalex dressed in CFMOTO colours.

To better appeal to Western riders, CFMOTO leans on Austria's KISKA for styling and Italy's Modena 40 for engineering – now its official Euro R&D hub. At last count, the company had 7400 employees, an annual turnover of US$1.71 billion, and builds more than 100,000 vehicles a year across both motorcycle and ORV platforms.

CFMOTO-branded pipe

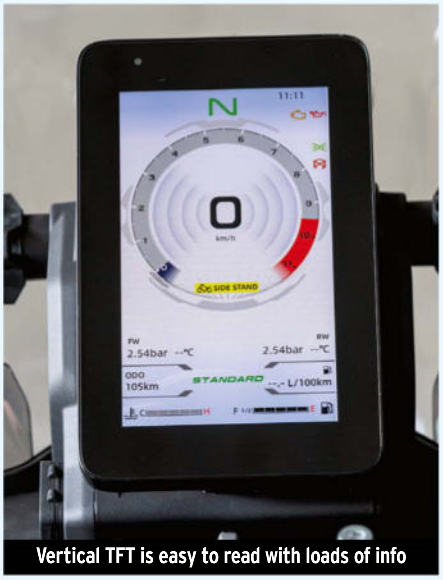
J.Juan stoppers do a good job

Rear seat and rack make it easy to carry gear



You need a screwdriver to adjust rear preload

Switchgear is top notch



Vertical TFT is easy to read with loads of info

Closed-section aluminium swingarm

on dry tarmac and gravel, but offer poor grip in wet or muddy off-road conditions. Even experienced riders will find them unpredictable. If you're buying an 800MT-X, make tyre replacement your first job.

That's a shame, because off-road the MT-X actually shines. Its revised ergonomics and longer-travel suspension arguably make it even more capable than the KTM 790 Adventure. The suspension is fully adjustable, though rear preload requires a screwdriver as there's no hand adjuster. Factory settings were decent, but we didn't have enough time to tune the bike properly to suit individual rider weights during the press launch.

One minor concern: riding in second and third gear at low speeds on gravel, the twin cooling fans often kicked in early, even though coolant temps stayed at mid-scale. Not a red flag, but worth keeping an eye on.

ENGINE, TECH AND FINISH

Unsurprisingly, the 799cc twin feels just like the KTM's – torquey, free-revving and impressively smooth. It pulls strongly without undue vibration or clatter. The gearbox is a touch notchy, and gear changes require a firm pull on the clutch. A quickshifter (up and down) is standard, though it must be activated via the seven-inch vertical TFT display.

The display itself is clear and easy to read, and offers Bluetooth connectivity, dual USB ports, cruise control, and a tyre pressure/temperature monitoring system. However, ambient temperature is absent. ABS and traction control are adjustable – though not intuitively – and riding modes include Standard, Rain and Offroad. Switchgear quality is actually better than the KTM's, though the protruding buttons are prone to accidental engagement. The high-beam toggle on the left switchblock was repeatedly knocked when pulling in the clutch. And if you want to ride in cold weather, there's no heated grips on offer – not even as an option.

On the road, the MT-X offers solid performance and effective wind protection. The manually adjustable screen works well, though high-speed testing wasn't possible due to the relaxed pace of our large group ride.

Fit and finish is generally good, but some cost-saving details are evident. The unpainted tank cover began to scratch after just a few dusty off-road kilometres, and the front section of the muffler browned near the catalytic

CFMOTO 800MT-X

ENGINE

TYPE Parallel twin-cylinder four-stroke, DOHC, 8 valves, ride-by-wire
DISPLACEMENT 799cc
BORE & STROKE 88mm x 65.7mm
COOLING Liquid-cooled
COMPRESSION RATIO 12.7:1
FUEL METERING EFI
TANK CAPACITY 22 Litres
TRANSMISSION Six-speed
CLUTCH Slipper, wet multi-plate

DIMENSIONS

WHEELBASE 1530mm
SEAT HEIGHT 870mm
GROUND CLEARANCE 240mm
CLAIMED WEIGHT 200kg (dry); 220kg (kerb)

SUSPENSION

FRONT Yu'An USD fork, 48mm, fully adjustable, 230mm travel
REAR Yu'An shock, fully adjustable, 230mm travel

BRAKES

FRONT J.Juan, twin 320mm discs, radial four-piston calipers
REAR J.Juan, 260mm disc, twin-piston caliper

RUNNING GEAR

HANDLEBAR CFMOTO
FRONT TYRE CST 90/90-21 (tubeless, spoked)
REAR TYRE CST 150/70-18 (tubeless, spoked)

PRICE & CONTACTS

RRP $14,990 ride away ($15,990 ride away from 1 July 2025)
BROWSER www.cfmoto.com.au
BLOWER 1300 720 020
WARRANTY 3 years

> *Unsurprisingly, the 799cc twin feels just like the KTM's – torquey, free-revving and impressively smooth*

converter after only a few hundred kays. Long-term durability? The 450MT is holding up well in markets, so time will tell.

VERDICT

The CFMOTO 800MT-X is among the most convincing mid-size adventure bikes to emerge from China to date. It combines impressive build quality with a proven (KTM-derived) engine, competent chassis, and a high feature count at a compelling price.

As a touring bike, the MT-X is comfortable and capable. Off-road, it holds its own, perhaps even surpassing the KTM 790 Adventure in a few key areas like suspension and ergonomics. On tarmac, it's a refined, enjoyable ride.

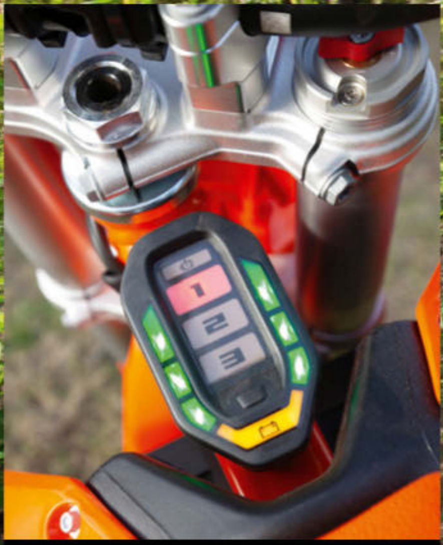
Just do yourself a favour and ditch those terrible CST tyres before your first bush bash. With better rubber, the 800MT-X isn't just good value, it's good, full stop. ADB

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

WORDS // **MAT BOYD** PHOTOS // **MITCH LEES**

ELEC

Avoid high-pressure washing as water can get in



Display shows battery status, riding mode and more

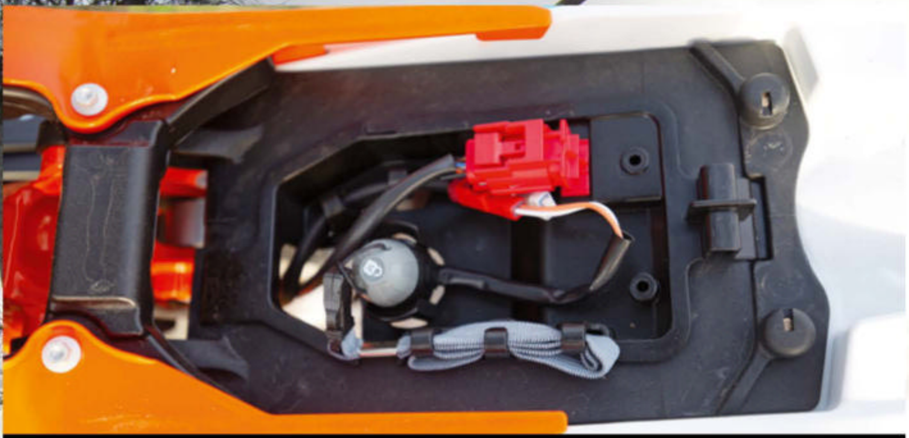
Fins help keep the motor cool

CTRIC FIX

ELECTRIC BIKES MIGHT REQUIRE LESS MAINTENANCE THAN PETROL-POWERED ONES BUT THEY STILL NEED REGULAR ATTENTION. WE LOOK AT THE KTM SX-E 5 TO SEE WHAT CAN GO WRONG AND HOW TO AVOID PROBLEMS.

The KTM SX-E 5 is a fully electric 50 SX-sized kids racebike. It's powered by a 5.0kW peak power electric motor housed in a chromoly frame that is fitted with a fibreglass infused plastic subframe that can be fitted in five different positions to adjust the height of the bike. Along with the adjustable seat height, the SX-E 5 also has six different ride modes that allow you to tone down the power or turn it up to full power mode. The SX-E 5 can suit a wide variety of rider levels and is a great introduction into the electric market. The only real down side to the SX-E 5 is the fact that in order to buy it you either have to rob a bank or remortgage your house.

My son is racing in the 50cc division this year at our local clubs and while he is on a petrol-powered 50cc bike he is always drawn to the electric SX-E 5s he races against, and points them out before mentioning he wants one. While they are nowhere near as popular as the petrol 50cc bikes around the tracks, I anticipate a growth in their popularity and we are already starting to see more and more of them.



The main problems are moisture getting into electrical components

> *It's also important to remember the SX-E 5 has coolant and it needs to be checked and changed periodically*

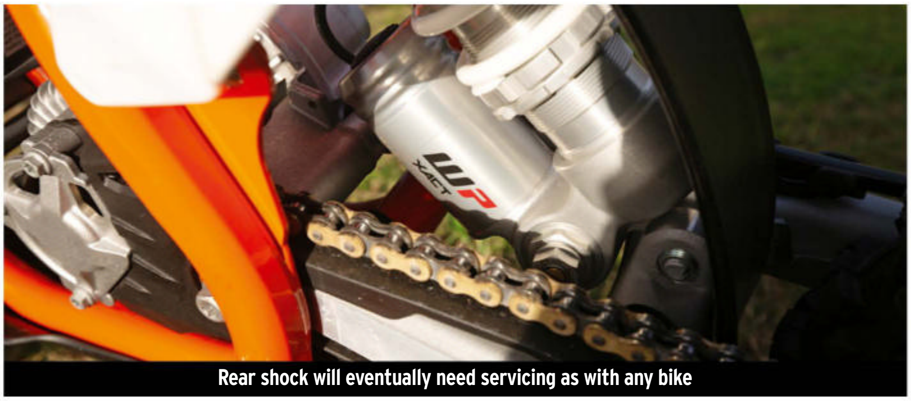
As a mechanic who runs a workshop specialising in performance work, it has taken some time for these machines to start trickling through my door. In the beginning, everyone would head to the dealers for warranty and service work, but as these bikes are becoming older and more popular, other workshops are starting to see more and more of them, and we have had to do our research to keep up with the tech to be able to service them. Over the last 12 months we have compiled some info and firsthand knowledge, while also asking SX-E 5 owners what they thought about the bike, and if there are any common problems they have seen.

ELECTRICAL FAULTS AND ERROR CODES

Even motorcycles equipped with petrol engines have high-tech electrical systems. These electrical systems are smart enough to be able to detect faults and give error codes that can be deciphered. The SX-E 5 is no different – it is able to detect system faults with the motor, charging system and even the control board to alert the rider to any issues. The KTM SX-E 5 manual gives you a code list so you can go and check what code you are receiving and how to correct it. Unfortunately, many of these fault codes on the SX-E 5 are brought on by water or moisture getting into electrical components. The battery, motor and control module are all sealed units however in harsh conditions or when pressure washing, water can still make its way into components where it is not welcome and can cause issues. In many cases the water gets into the control module which if dried out in time can be all good, but if left to long will cause corrosion and often lead to parts needing to be replaced to rectify the problem. With all this being said a KTM 50 SX petrol-powered bike is one of the highest-maintenance motorcycles ever built, and plenty of examples often blow stators due to water and corrosion, so I wouldn't necessarily say this model is better or worse than the SX-E 5 in the electrical department.

BATTERY CHARGING PROBLEMS

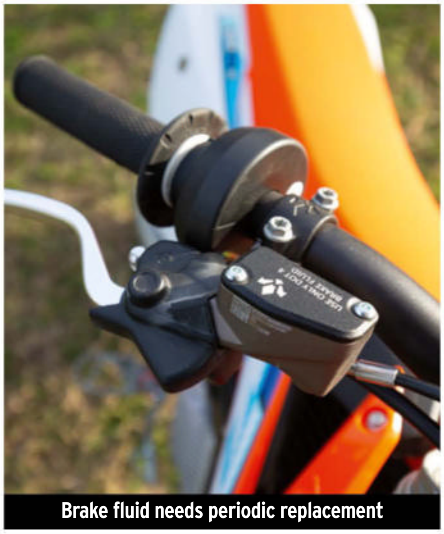
All of the battery charging problems I have encountered with the SX-E 5



Rear shock will eventually need servicing as with any bike

Cables can also be prone to water ingress

You need a good power sully to charge the SX-E 5



Brake fluid needs periodic replacement

The drive chain needs regular attention

relate back to a dirty connection on the charging cable. These cables need to be clean and dry, especially the electrical connections. I have seen issues from not charging at all to error codes because of mud and water in the charging plug. In one instance, I saw someone who blew the fuse because he tried to charge the SX-E 5 with water in the charge connection, and another who could never get the battery to fully charge in his shed but in my workshop it would charge completely. In the end we figured there must be an issue with the power source in his shed not being high enough to charge the SX-E 5, and if he charged the bike in his house he had no issues.

OVERHEATING CONCERNS

Environmental conditions can have a significant impact on the SX-E 5. High temperature days with kids riding the bike at low speeds or in soft terrain where the bike has to work hard will cause the SX-E 5 to run hot. I've also noticed that when the batteries are on the way out the SX-E 5 tends to run hotter than normal. It's also important to remember the SX-E 5 has coolant and it needs to be checked and changed periodically.

WATER INGRESS RECALLS

To my knowledge this recall dates back to the 2021 models as a number of bikes off the production line may have been missing a battery vent valve. If this battery vent valve is missing then water can enter the battery and cause a short circuit. If you have a 2021 model and you are unsure if the recall has been checked and rectified, then contact your local KTM dealer to clarify the bike's status.

MOTOR FAILURES IN WET CONDITIONS

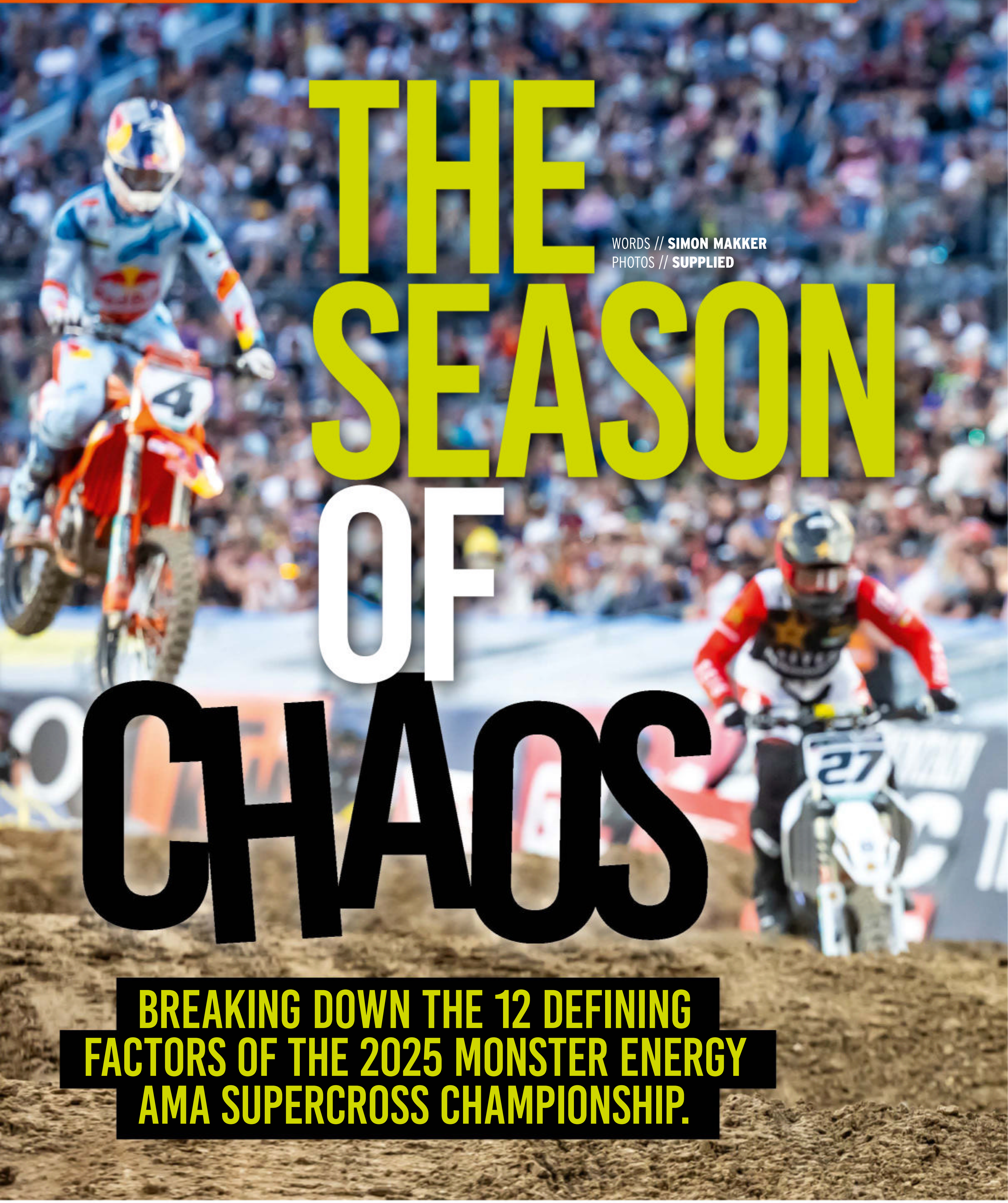
This is usually noticed by the system turning on but the motor not working which is usually followed by a fault code. It is possible for water to enter the electric motor even though it is sealed. I would strongly recommend not washing this bike with a pressure washer as it is possible to push water past the seals, and the water will either cause a short in the motor or corrosion that will eventually lead to a failure. I would also recommend replacing the o-rings and seals on the motor periodically as these motors are expensive to replace.

THROTTLE FAULTS

The throttle is electronic on the SX-E 5 and like any other bike it is often the first thing that jams in the mud and dirt in a crash. This can allow water and mud to get into the electronic circuit in the throttle and cause corrosion or shorts. The throttle is something I recommend taking apart and cleaning after any wet-weather riding as any water that sits in there can play havoc. Generally, a throttle fault will not allow the bike to move and will give you a fault code indicating a throttle malfunction. ADB

Got something to say about this yarn?
✉ Let us know at adbmag@adbmag.com.au

Over the last 12 months we have compiled some info and firsthand knowledge, while also asking SX-E 5 owners what they thought about the bike

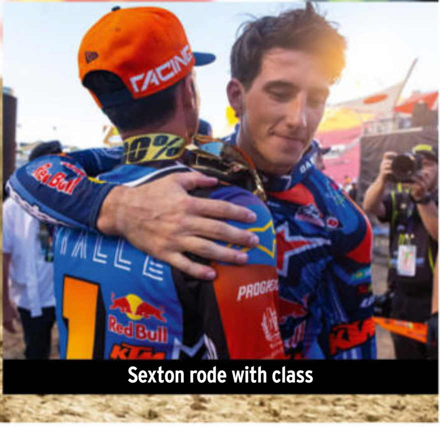


THE SEASON OF CHAOS

WORDS // **SIMON MAKKER**
PHOTOS // **SUPPLIED**

BREAKING DOWN THE 12 DEFINING FACTORS OF THE 2025 MONSTER ENERGY AMA SUPERCROSS CHAMPIONSHIP.

Webb took his third 450SX championship



Sexton rode with class

The 2025 AMA Supercross Championship was one for the books. We saw a record number of round winners, new stars rise, old legends stumble and some crazy storylines emerge that we couldn't have concocted in our wildest dreams.

It's been a rough task, but we've pored over the data, rewatched the action and analysed each riders' performances to provide you with the 12 defining moments and factors from one of the most chaotic supercross seasons on record.

12. THE NORTH-EAST SWING RUT-FESTS

We're used to the AMA Supercross Championship spending plenty of time trawling up and down the west coast, but for the first time in decades, this year's series included a "north-east swing" through Foxborough, Philadelphia, East Rutherford and Pittsburgh.

Each of these rounds were held in outdoor stadiums and were affected by the weather to some degree or another.

The first round at Foxborough was a complete mudder as torrential rain throughout the day turned the circuit into one of the most demanding, technical tracks we've seen in years.

The following three rounds saw rain fall in the days leading up to each event, and while the track crew kept the circuits under cover as best they could, the tracks were still soft and rutted up spectacularly.

It's a huge credit to Feld that the north-east tracks raced as well as they did (barring Foxborough), and the way the tracks formed up during the night's racing really separated the men from the boys.

11. PLESSINGER'S TURNAROUND

If you were going to pick one bloke and give him an award for 'most improved', Aaron Plessinger would be a unanimous winner.

At the start of the year, The Cowboy found himself regularly finishing between Nowheresville and Disappointown. There was never any word said what the issue was, but it was clear the Red Bull KTM rider and fan favourite was struggling hard.

After a ninth at Anaheim 1, AP crashed out at San Diego, then rode with an injured hand at Anaheim 2 to finish dead last.

Plessinger then circulated between seventh and ninth for the next four rounds, before he suddenly sprung to life to grab three podiums before winning his first – and only – round of the year, the Foxborough mud-fest.

He finished his year with four podiums and one round win, finishing his year sixth overall; that's a damn sight better than where he started the season at the bottom of the leaderboard, but still a little disappointing for a podium regular.

10. SIX 450SX WINNERS OVER FIRST EIGHT ROUNDS

Every year the pool of 450SX championship hopefuls gets deeper and the quality of racing ratchets up. For 2025, the pre-championship speculation reached near fever pitch, with the 450SX class holding the highest number of premier class champions – six – in living memory.

Red Bull KTM's 2024 Pro Motocross Champion Chase Sexton opened the 2025 season with a resounding win at Anaheim 1, before Eli Tomac and Australia's defending champion Jett Lawrence opened their 2025 accounts with wins at San Diego and A2.

Sexton became the first two-time winner and grabbed hold of the red plate after a victory at Glendale, then Malcolm Stewart stole the show with arguably the most popular win of the series at Tampa.

It was then Cooper Webb's time to find some form and steal two sensational wins from Sexton at Detroit and Arlington, before Progressive Insurance Suzuki rider Ken Roczen secured his first and only win of the championship at Daytona – his first-ever win at the prestigious event.

It's also worth noting that after Daytona, Webb had eked out a 10-point lead over Sexton, adding more proof to the school of thought that whoever holds the red plate after Daytona often wins the title. And, true to form, Webb would go on to win proving the theory correct!

9. TOMAC'S SEASON CUT SHORT

2025 had widely been believed to be Eli Tomac's last full year in the 450SX class.

The Monster Energy Yamaha Star Racing rider is a fan favourite and has started to bear the nickname 'Captain America', but it was nothing short of disappointing when he bowed out of the series early with a broken leg.

Having captured his first win of the year at San Diego, Tomac entered Tampa sitting third in the points and well within striking distance of the red plate.

It all came undone at that Raymond James Stadium though, when the 32-year-old broke his fibular in qualifying. Thinking he'd just sustained a sprain, Tomac still miraculously qualified and gritted his teeth through the main event to finish 17th, before undergoing tests the following week to confirm the worst news and cut his season short.

ET3 was far from the only 450SX rider to crash out of the championship: Monster Energy Kawasaki lost both of its riders, two-time MXGP champion Jorge Prado (shoulder) and 2019 Supercross champ Jason Anderson (illness), and both Hunter and Jett Lawrence were sidelined early. Rockstar Energy GASGAS Racing's Justin Barcia (knee) hit the showers early at his home round at East Rutherford and Roczen – who'd been trying to manage a niggling ankle injury for several weeks – pulled out of the running with just two rounds remaining. He'd been holding down third at the time.

8. RECORD NUMBER OF WINNERS IN EAST

Before the gates had even dropped on the East Coast 250SX Championship it was shaping up to be the tightest of the three championships on offer.

Both last year's East and West Coast champions (Tom Vialle and RJ Hampshire) were on the gate, then Levi Kitchen made a 11th-hour switch. Add in Englishman Max Anstie, a lightning quick Cameron McAdoo, an in-form Seth Hammaker and young upstart Chance Hymas and you had a fascinating concoction.

KNACK
96
96
HONDA

Hunter Lawrence and Landon Knack swap #96

Jett Lawrence atop the A2 podium

Jett Lawrence took the win at Anaheim 2

Jett Lawrence leads the pack at A2

From an Australian race fan's perspective, February was a dark month.

The East championship more than lived up to the hype, with no less than seven different winners from the 10 rounds.

Leading the charge was Hammaker (Monster Energy Pro Circuit Kawasaki) with victories at both Indianapolis and East Rutherford, but it was Anstie (Monster Energy Yamaha Star Racing) who opened up the championship by winning Tampa.

Kitchen (Monster Energy Pro Circuit Kawasaki) cleaned up at Detroit, before Hampshire (Rockstar Energy Husqvarna) found himself on top of the box at Daytona.

Monster Energy Yamaha Star Racing's Nate Thrasher overcame a niggling injury to take top honours at Birmingham, Hymas (Honda HRC Progressive) won the Foxborough mudder, then Vialle (Red Bull KTM) broke through for his first win of the year at Pittsburgh to lead the points into the final round.

It was one of the most wide-open championships in decades and absolute gold to watch from the sidelines.

7. LAWRENCE BROTHERS BOTH INJURED

From an Australian race fan's perspective, February was a dark month. Within 10 days of each other Jett Lawrence and Hunter Lawrence both exited the 450SX championship under injury clouds.

Having chalked up an early win in the series, Honda HRC Progressive's Jett dabbed his foot in the second turn of the final Triple Crown race at Glendale. It was a seemingly innocuous incident for the reigning 450SX champion, but the result was a torn ACL that required immediate surgery and forced him to focus on a return for the Pro Motocross Championship.

Just 10 days later, older brother Hunter also found himself in the hospital ward after crashing during his heat race at Tampa. The 25-year-old tore the labrum in his right shoulder and fractured his elbow in the impact, ruling him out of action for the remainder of the series.

Prior to his Tampa troubles, Hunter had established himself as a consistent top-five rider over the course of the opening rounds.

The Team Honda Progressive camp didn't field a 450SX rider until the final handful of rounds, when they recruited veteran Dean Wilson after he successfully won the British Arenacross Championship.

6. MEMORABLE WINS IN FLORIDA

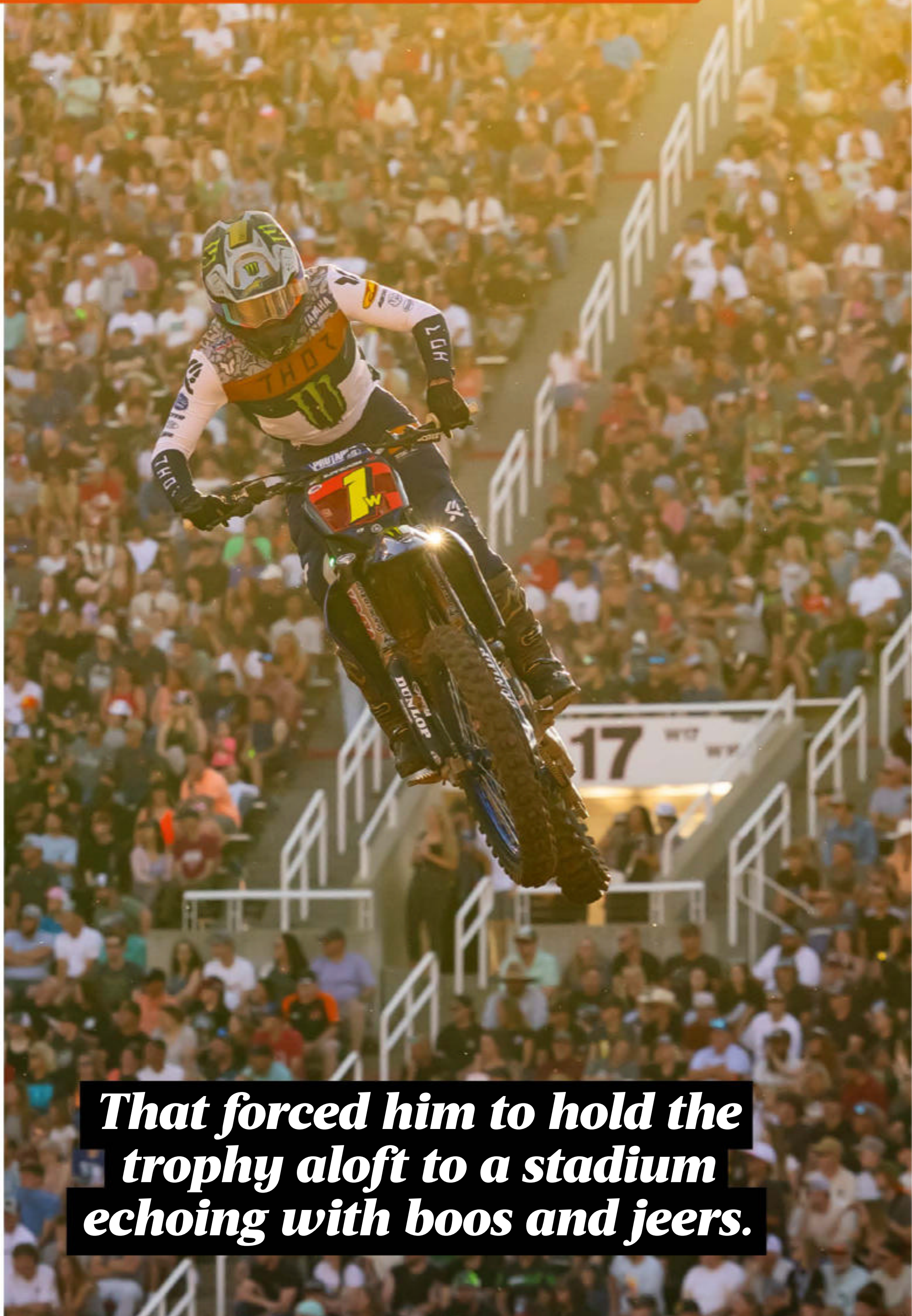
Everyone loves rooting for the underdog, and the Sunshine State had the privilege of witnessing two of the most emotional, memorable wins of the entire 2025 season.

At Tampa's fifth round, Rockstar Energy Husqvarna's Malcolm Stewart almost caused a riot when he charged to his first-ever 450SX main event win after 109 starts.

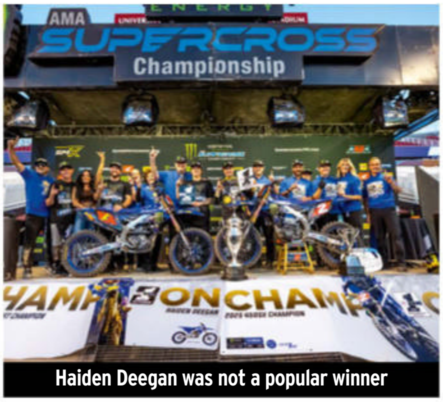
The 32-year-old worked his way through the pack with lightning-fast whoop speed to trail Sexton. The crowd erupted when Sexton crashed, opening the door for Mookie to take his first-ever win in front of his home fans.

Making it extra-special was the fact that Malcolm's older brother, James, was in the commentary booth that night calling the race.

Two rounds later, Ken Roczen



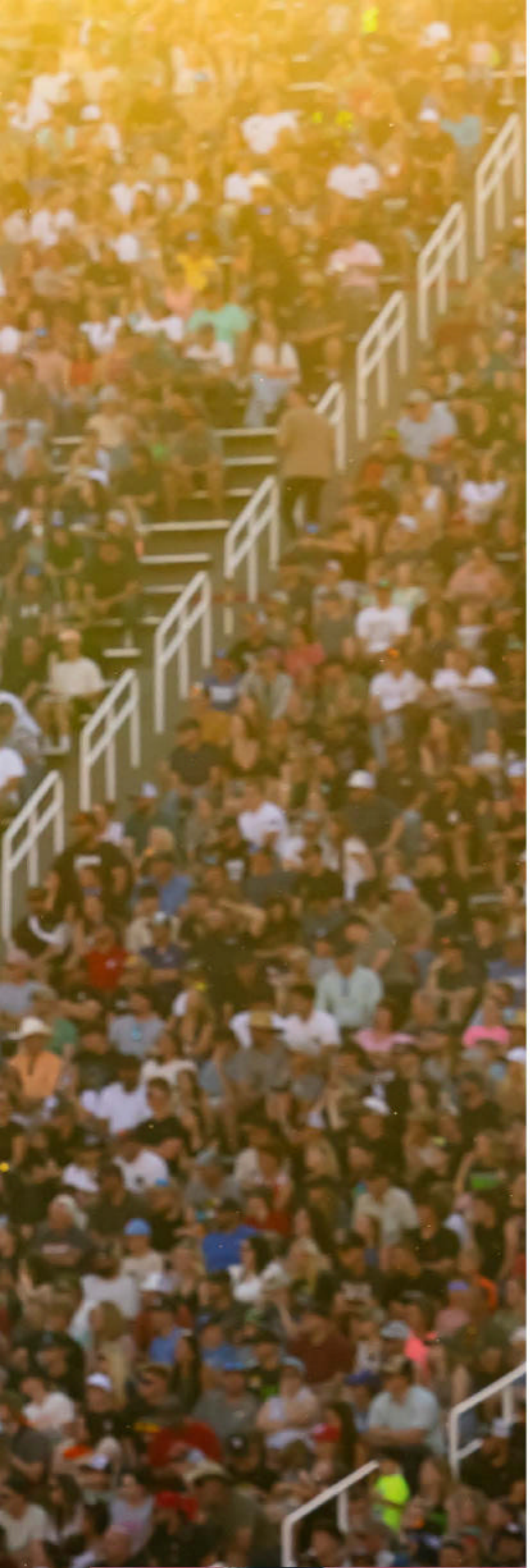
That forced him to hold the trophy aloft to a stadium echoing with boos and jeers.



Haiden Deegan was not a popular winner

Deegan wrapped up the championship a round early

Malcolm's win in Tampa was memorable



fulfilled a lifelong dream and kept the kickstart dream alive by capturing the win at the infamous Daytona round.

With Tomac out injured we were guaranteed to see a new winner for this year's event, and the W couldn't have gone to a more deserving rider.

The German native found his way past both Plessinger and Cooper Webb early on, and despite a frantic late charge from Webb, Roczen was able to hold on and secure his only win of 2025.

5. COLE DAVIES RISES

One of the big storylines from this year's championship was the emergence of a young new talent in the professional ranks.

Monster Energy Yamaha Star Racing's new pilot, Cole Davies, started the West Coast 250SX Championship as a wide-eyed amateur but left the final round as the year's biggest revelation, a fan favourite, and heavily tipped for titles in 2026.

After a nervy P8 debut at Anaheim 1, the 17-year-old Kiwi proved to be a quick learner with a smooth, calculated riding style.

He scored his first podium two rounds later at A2, then continued to adapt to the tracks, the intense racing and the sold-out stadiums to win back-to-back rounds at Seattle and Philadelphia.

That closed the points gap to his polarising teammate Haiden Deegan, and he was on track to make it three straight wins when Deegan punt-passed him on the second-to-last lap at Denver.

While a visibly emotional Davies remounted and crossed the line in fifth, Deegan had done enough to wrap up the championship a round early… but lost a shitload of fans in the process for his overly-aggressive pass and "suck it" podium speech.

On the opposite end of the spectrum, Davies was gracious in defeat and won the respect from a large number of the 450SX racers and fans in the process.

YAMAHA
YAMALUBE

Cole Davies was the year's biggest revelation

4. DEEGAN PUTS HIS MONEY WHERE HIS MOUTH IS

Over the past three years Haiden Deegan has unapologetically built a reputation that people either love or hate.

Not only is he super-fast and seems to get stronger as the race wears on, but he's cocky, confident, never backs down from a fight and his podium speeches are always entertaining.

The wild – and somewhat frustrating for his rivals – thing is that he knows how to back up his fighting words. Having won the 250 SuperMotocross World Championship in 2023 and 2024, this year signalled his last shot at claiming that elusive 250SX title before stepping up to the premier class.

Danger Boy brought the heat all season, winning three of the 10 rounds (and only finished off the podium once) to capture the crown with a round to spare. In classic Deegan fashion, though, it wasn't without incident. Red Bull KTM's Julien Beaumer gained the early upper hand and he and Deegan got into a lengthy verbal spat that fizzled when Juju picked up a shoulder injury and dropped out of contention.

When it seemed it was Deegan's title to lose, Davies stepped into the breach and brought the fight to the Californian with a late-series charge. Deegan's Denver block pass on his teammate Davies put the championship out of doubt, but it was a move that forced him to hold the trophy aloft to a stadium echoing with boos and jeers.

Deegan also found himself in trouble with the law between Indy and Birmingham when he was arrested for reckless driving in his Audi R8. He was released on $1000 bail, but never one to miss a marketing opportunity, he quickly released some new merch featuring his mugshot for the following rounds.

3. VIALLE WINS EAST COAST THRILLER

As mentioned earlier, the 250SX East Coast Championship was the most fiercely contested of the three titles on offer, and it went down to the absolute wire.

After Anstie drew first blood in Tampa, the likeable Englishman held the red plate for the first three rounds before reigning champ Tom Vialle used his consistent results to take over the red plate at Indianapolis. He held on until the Foxborough mud race, when he got stuck and finished dead last, handing the series lead to winner Seth Hammaker and RJ Hampshire.

Hammaker became sole leader with a decisive win around the technical East Rutherford circuit, but that too was short-lived, when Vialle again wrestled himself back into the points' lead at Pittsburgh with his first win of the season at a crucial time.

Going into the East West Showdown at Salt Lake City, just three points separated Vialle, Hammaker and Hampshire, setting up a cracking winner-takes-all finale. The 250SX East/West Showdown delivered a heart-pounding spectacle, with Deegan dominating the race from start to finish. However, the spotlight was on the intense championship battle between Vialle, Hammaker, and Hampshire. Vialle initially held second place but was overtaken by Hammaker and Hampshire as the race progressed. In a dramatic twist, Hampshire attempted an aggressive pass on Hammaker, resulting in both riders crashing and allowing Vialle to reclaim third place and secure his second consecutive 250SX East title.

The race was not without its perils; during qualifying, Cole Davies suffered a severe crash after a collision with Jordon Smith, leading to a broken arm and nose. Davies was transported to a local hospital and is expected to take time off for recovery

2. PIVOTAL PITTSBURGH

Leaving the mud-drenched Foxborough, Red Bull KTM's Chase Sexton found himself 15 points behind series leader Cooper Webb (Monster Energy Yamaha Star Racing) with just five rounds remaining.

That put Sexton in the unenviable position of having to win every round if he wanted any chance of claiming this year's 450SX title.

Sexton's late charge started perfectly by getting the upper hand at Philadelphia then demoralising Webb by almost 15 seconds at East Rutherford.

Webb had vowed he'd bring the fight back to the KTM rider at the next stop at Pittsburgh, and he did just that – the two-time supercross champion put on a clinic and led wire-to-wire, delivering a hammer-blow to Sexton's title hopes.

What should've, could've, would've only been a six-point lead for Webb suddenly blew out to 12 points. Webb's always a fierce competitor who knows how to muscle up when it matters most, and Pittsburgh was a perfect example of him rising to the challenge.

1. WEBB AND SEXTON BATTLE FOR CHAMPIONSHIP HONOURS

As the 2025 450SX championship developed and many of the title hopefuls found themselves sidelined with injuries, the battle boiled down to two arch-rivals in Webb and Sexton, and every time they took the track it was anyone's guess who'd gain the upper hand.

Sexton will be ruing brutal errors early in the season that probably ultimately cost him the title (a crash while leading Tampa, getting stuck on the gate at Detroit, then crashing late while in the Triple Crown points lead at Arlington), but late in the season both Sexton and Webb were quick to find their way to the front of the pack and engaged in some epic battles.

Despite Sexton taking the W at Denver's penultimate round, Webb entered the Salt Lake City finale with a somewhat comfortable nine-point advantage, meaning he only had to finish fifth or better (should Sexton win) to capture his third title. In a heart-stopping finale Sexton stormed to victory in Salt Lake City, doing everything he could to keep his title hopes alive. But all eyes were on Cooper Webb, who clung on by the skin of his teeth. As Justin Cooper and Malcolm Stewart both muscled past Webb late in the race, dropping him to fourth, it looked like the championship could slip away. Earlier, Sexton had every chance to make a dirty move that could've taken Webb down and handed him the 2025 title if Webb struggled to remount but that's not Sexton's style. Instead, Sexton rode with class, Webb held onto the exact position he needed, and as the enormity of his third 450SX championship sank in, the tears flowed freely on the podium as the gritty veteran let the emotion pour out after one of the most dramatic season finishes in recent memory. ADB

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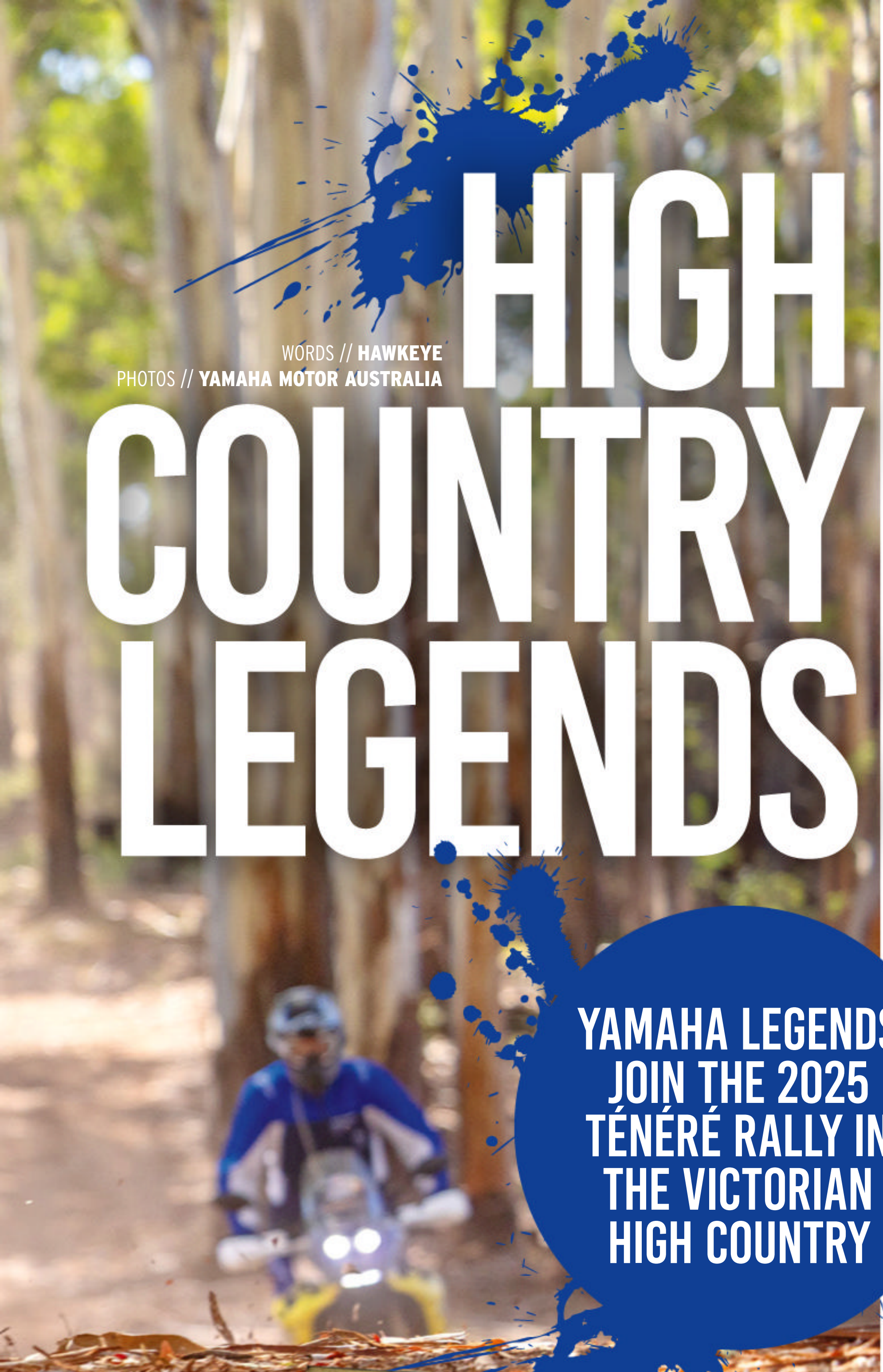
Vialle initially held second place but was overtaken by Hammaker and Hampshire as the race progressed.

Third was enough for the title at Salt Lake for Vialle

Tom Vialle took his first win at Pittsburgh

Vialle took his second consecutive 250SX East title

TÉNÉRÉ 700



HIGH COUNTRY LEGENDS

WORDS // **HAWKEYE**
PHOTOS // **YAMAHA MOTOR AUSTRALIA**

YAMAHA LEGENDS JOIN THE 2025 TÉNÉRÉ RALLY IN THE VICTORIAN HIGH COUNTRY

"That front sprocket isn't standard and you've got 30psi in your rear tyre." It only took Yamaha Factory Racing Dakar legend Rodney Faggotter 20 seconds riding Alistair Sadler's Ténéré 660 to advise on his setup. When you ride a lot of Ténérés it doesn't take long to pick up small changes. Alistair was just grateful that Rod was on hand to ride the last 30m of Heartbreak Hill, the steep climb out of Bright on day one of the 2025 Ténéré Rally. There were a few other riders who benefited from Rod's presence on the Hill – all part of the service delivered by the Longreach Yamaha dealer and desert racer.

Rod joined his good mate and fellow Yamaha ambassador Stephen Gall on this year's Rally that took on five days of challenging trails in the Victorian High Country. Organiser RideADV had specced one or two special breakout sections per day to keep the gun riders among the 50 frothing. And the routes delivered… with spectacular views, steep inclines, whooped-out 4WD tracks and rocks. Lots of rocks.

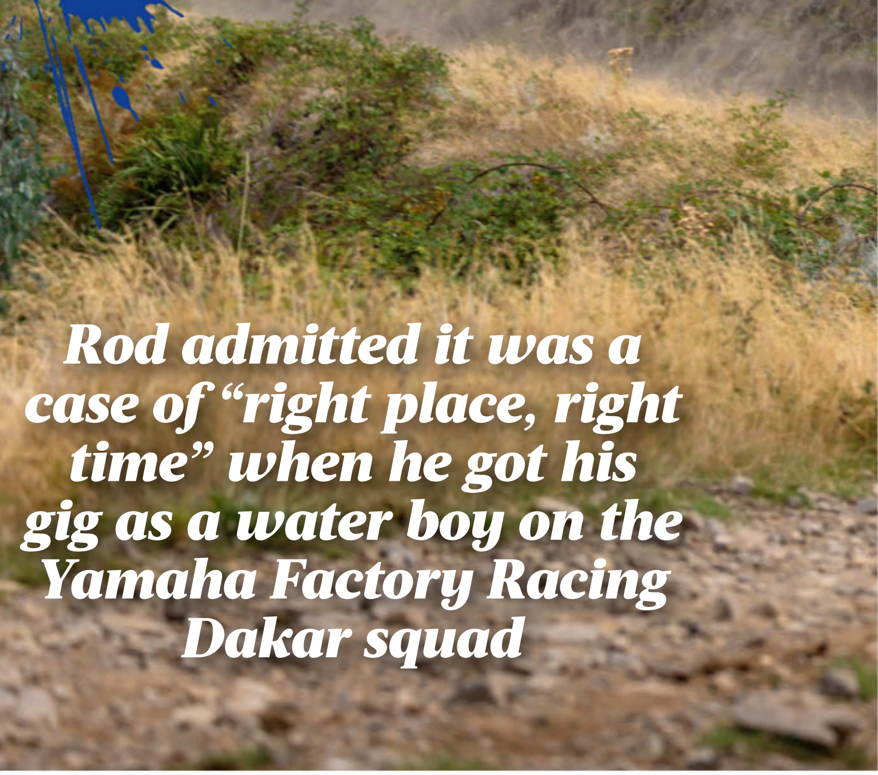
Some riders were doing it easier than others, with well set-up suspension, steering dampers and tyres making a difference. Riding talent and a big pair of kahunas made even more difference. The father and son team of James and Mark Cockerill led the charge. Fast everywhere on a well set up pair of Ténéré 700 World Raids, the Cockerills ride to conserve front tyre wear whenever possible. James is considering entering a desert race on his Ténéré World Raid and who better to advise than reigning Australasian Safari Champion Rod Faggotter?

Rod joined his good mate and fellow Yamaha ambassador Stephen Gall on this year's Rally

Two legends, Gally (left) and Rod

Rod's riding crew

Dinner at Mansfield



> ***Rod admitted it was a case of "right place, right time" when he got his gig as a water boy on the Yamaha Factory Racing Dakar squad***

Alistair the truckie and his 660

FACTORY RIDE

Rod admitted it was a case of "right place, right time" when he got his gig as a water boy on the Yamaha Factory Racing Dakar squad. But that was after some stellar rides in the event as a privateer in the Malle Moto class. And Rod's skills as a mechanic were also noted by Yamaha's race team manger Alexandre Kowalski.

"When all the costs are factored in, you'll pay around $100,000 just to get to Dakar as a privateer," Rod told the Ténéré Rally riders. And when you don't have the cash, then getting to the start line takes a special kind of devotion.

"You need to be real passionate about what you're doing," explained Rod's mate Ben Dickinson. "That passion is what separates Rod from other riders. While some might dream about Dakar, Rod had the desire to get it done against the odds."

Stepping up from a 450cc desert racer to the Ténéré 700 meant moving away from Dakar and across to North Africa where the big twins are welcomed in their own race class. With Rod's ability behind the 'bar and on the tools already noted, he scored a guest ride as Pol Tarres' teammate in the 2023 Morocco Desert Challenge. The pair finished 1-2 in class. A version of that winning race-spec World Raid was on display at Bright Brewery, fully-kitted with GYTR race parts to drool over. Rod explained to the rally-goers what it's like to race one in the searing North African heat.

"Sure, it's a bit faster with a race ECU, but not massively so. The big difference is how smooth it is to ride with the factory suspension," he said.

GALLY AND ALLEN

Ténéré Rally riders also heard from Yamaha ambassador Stephen Gall who is celebrating 50 years with the tuning-fork brand. Gally was on hand to offer riding tips and nutrition advice, something he's been doing since the 1970s when he formed Yamaha's Academy of Off Road Riding. Rally riders wanting to learn how to ride smooth and fast could hook in behind Gally's World Raid to witness the four-times Mr Motocross in action.

A third special guest on the 2025 Ténéré Rally travelled from the US to chat about his experience clocking over 100,000km on a Ténéré in a variety of adventure trails across a number of US states. Brady Allen from @meerkatADV was a guest of Rally organiser RideADV, and was on an expertly set up crew bike. This Ténéré is normally ridden by sweep rider Abby, and the Meerkat was keen not to drop it. Unfortunately Brady fell victim to Heartbreak Hill, but nothing that wouldn't buff out.

HARD GOING

Following the carnage of day one, fewer riders opted for the special breakout sections. "There wasn't much time to relax and you really had to be on it to get around," explained Rodney. Even so, riders were treated to iconic High Country landmarks

WHAT IS THE TÉNÉRÉ RALLY?

BEFORE YAMAHA'S Australian Ténéré Rally fired up in 2019, there was an annual ride open to all Ténéré owners from the original 1983 model to the 750 Super Ténéré and right up to both the 700 and 1200 twins. The Ténéré Tragics was the brainchild of former <i>ADB<i> editor Andrew 'Clubby' Clubb and kicked off in 2011 with a run down to the Flinders Ranges.

Previously for the 700 twin only, this year's Ténéré Rally now welcomes all Ténéré owners. The 2025 event attracted one 660 and one 1200 model - the other 48 riders were on the latest 700 twins. "What's good about these one-model events is you can check out other setups and see what works - because all the parts fitted have been properly tested," said WA-based Ténéré 700 rider Jason Roser.

New Zealand also hosts a Yamaha ADV event that is organised and run by Ben Townley of BT101 Adventures. This event is called the Yamaha Rally and is open to owners of any registered Yamaha dirtbike. This year's event took place in the Eastern Cape area of the North Island in February and attracted 60 riders - all on Ténéré 700 twins.

Both rides attract your typical Ténéré owner; a slightly older demographic than an enduro rider, but with plenty of dirtbike experience under their belts. As YMA Marketing Manager Sean Goldhawk - who owns a Ténéré 700 and rode both the 2025 Australian and New Zealand Rally - explained, "The Rallies cover spectacular scenery and epic trails tailored for the 700 ADV twins. But it's the people who really make the events. Meeting new mates and bonding over shared experiences are what makes these type of events so cool." He wouldn't tell us where the 2026 Rally will be though.

Want to see more? Try this link to watch the film: **www.youtube.com/watch?v=N-WcePGKTMwI**

The old Woods Point servo

Refuelling at Dargo

Brady Allen from @ meerkatADV was a guest of Rally organiser RideADV, and was on an expertly set up crew bike

such as Woods Point servo, Craigs Hut and for the brave few, Blue Rag Trig. This steep climb had been whooped-out by 4WDs so was a challenge for many on the big twins. The climb was purely optional with the advice that if you look at it and have any doubts, don't attempt it…

The experience and skill level of the 50 riders on the Ténéré Rally ranged from pro down to those who ride only a couple of times a year, and because the event needs to be fun for all levels, setting the course is always a challenge for the RideADV team. Pleasing all the riders all the time is a tough gig, but GPS-based navigation allows flexibility and the addition of special sections gives more options. And the post-ride bench racing always delivers with like-minded riders keen to share each day's mishaps and close calls over a beer or three.

They are a friendly bunch and can be classified as no-nonsense – a bit like the bikes they ride. Chatting with owners reveals a familiar story – their passion for the legendary adventure bike is built on a shared understanding that Ténérés have everything you need and nothing you don't. The 689cc twin is deadset reliable and does everything it says on the tin. Predictable handling and linear power lets the rider focus on the trails and the 700 twin just gets the job done without fuss.

RideADV head honcho Greg Yager told the assembled riders that with more than 500,000 accumulated kilometres on his fleet of Ténéré 700s since their launch in 2019, none of the bikes have experienced a serious mechanical issue. That's quite the record – a record that is important to these no-nonsense adventure riders. And a record that drives the one model loyalty behind the annual Ténéré Rally.

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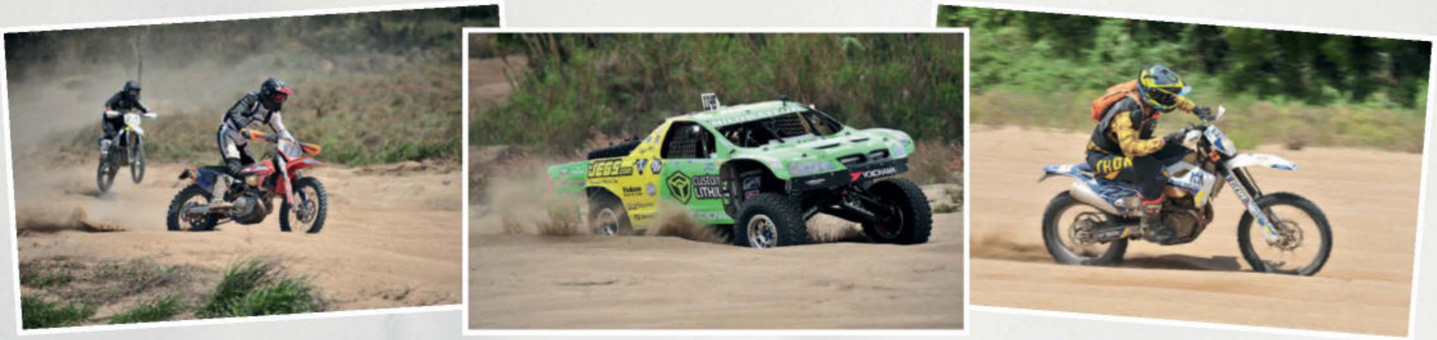

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WORDS AND PHOTOS // **MAX SULLIVAN**

CONDO750

Ridley's Masterclass

TODD RIDLEY GETS THE MONKEY OFF HIS BACK TO FINALLY TAKE THE CONDO 750 WIN

Finke Desert Race 2004 - Stephen Greenfield

Bradley Greenfield's Kangaroo Encounter -JA Edits

CONDOBOLIN
Centre of NSW and home of some very fast riders

When a young local rider turned up with an L-plate strapped to his back at the Condo 750 in 2019, his ambitions were just to finish the event. Fast-forward to 2025 and that lanky local finally got the monkey off his back… a monkey that until this year was holding on tight to the sixth-place trophy.

You see, Todd Ridley either DNF'd or finished sixth in every Condo 750 since his rookie ride. But this year the monkey was given the boot as Todd put on a masterclass of navigation riding to take home the #1 plate.

Prologue took place on Friday afternoon with 47 riders taking on the 62km course to determine the starting order. Todd was seeded 23rd and had to contend with some dust… but this would be the only dust the Yamaha WR450F rider would encounter all weekend. Todd's competitive time put him in first, just 30 seconds in front of Corey Banks, with rookie rider Gregory Prisk in third.

EARLY START

Saturday was an early one as the riders lined up waiting for their start time. Total distance for the day would be just over 600km, including 450km of competitive racing. Ridley was first on the road and had a clear run, only needing to contend with the rising sun, not the hanging dust the competitors behind him had to endure. However just 200m from the finish of the first stage, a kangaroo jumped out, contacting Todd in the ribs. Luckily he stayed upright and skippy left the scene. Todd's race could have ended at the start! Meanwhile Corey Banks missed a turn at the re-route and ended up on the wrong side of the fence, losing valuable time.

The second stage was full of drama with the top riders cresting a hill at over 160km/h only to realise the ground surface was not ideal for braking before the barbed-wire fence. Greg Prisk took the option to straighten up and hit the fence straight on. This worked to a degree, but it did take a while to get the bike back on the correct side. Scotty Huggins and Corey Banks both opted for the dirt track slide to try and negotiate the turn, but both riders caught the fence and the subsequent fall set off their jacket air bags. David Geeves was moving up the field and showing the pace of a rider half his age when his WR decided to wave the white flag and he was forced to abandon the rattly Yamaha and hitch a ride to the lunch break. Todd Ridley was out in front and although he avoided the infamous fence, his ICO (digital road book) failed, leaving him with no

WHAT IS THE CONDO 750?

THE CONDO 750 is a two-day (sometimes three if a prologue is included) navigational race that takes place over a minimum of 750km and the 2025 event encompassed 1250km of outback NSW. Originally known as the Centretrek 750, this iconic event has been around since the late 1980s. Competitors use transport sections to get to the start of competitive (or race) sections where the throttle is wide open as they navigate their way around farm tracks and dirt roads on bikes and quads, and in cars and buggies. Service crews provide support, fuel and maintenance to the competitors at set locations with strict time controls. At the end of the two days racing, the winner is the rider with the lowest cumulative race times. So technically it is possible to win the event even if you are never the lead bike!

John Payten had more than one roo encounter

Gregory Prisk was super fast for a Rookie

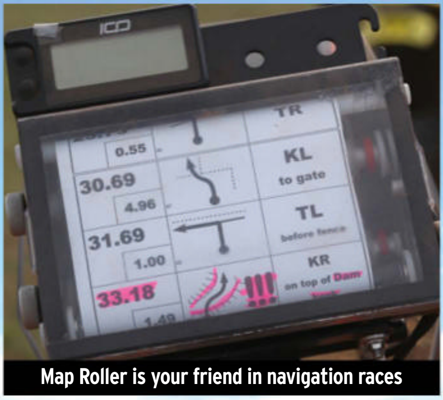
They don't mind a drink at Condobolin

Trent Giles on the BMW R nineT Rally Raid

Prologue took place on Friday afternoon with 47 riders taking on the 62km course to determine the starting order

Derek Williamson sorting out the Honda

Zac Laybutt pilots the big Sherco 500

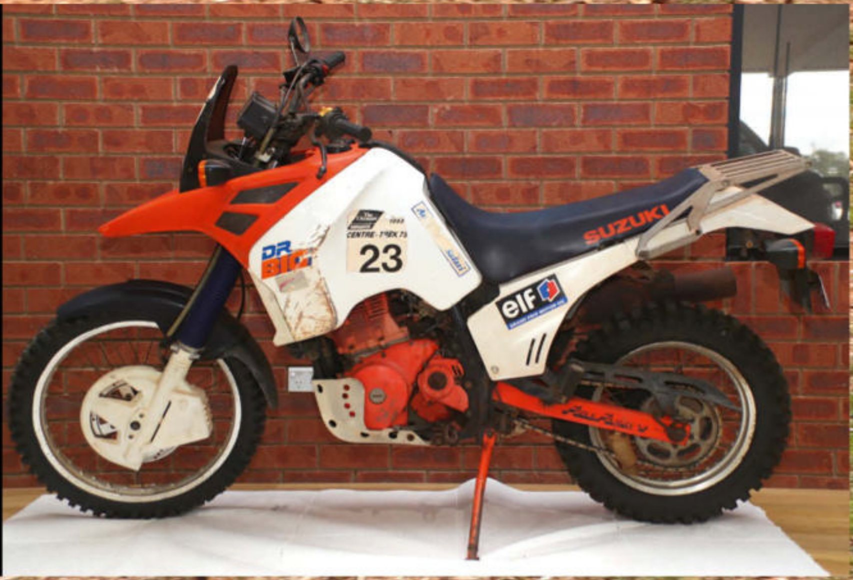


Map Roller is your friend in navigation races

Greg Prisk took the option to straighten up and hit the fence straight on

DR BIG

THIS SUZUKI DR750 Big is owned by Mr Graham Lewis and competed in both the 1992 and 1993 Centretrek events. A map reader (or route sheet holder) would have been bolted to the handlebar cross brace and served as the navigation system that would be wound on by the left hand. These days the map roller is pretty much the same design, just updated with LED lights and a remote switch operating the electric motor to wind on the map. Competitors also have a Rally Safe GPS unit on the bike to provide tracking as well as a plethora of information such as Proximity Alerts, Stage Name/Times, Speed, Trip Meter and even messages from race control.



Ben Langford follows the map

tripmeter to navigate with for the remainder of the day.

The final stage of the day turned into a full-on battle for second place. Liam McConnell was screaming along on the KTM 300 EXC, keeping pace with the big four strokes in the tighter terrain. With 10km left to race, Liam caught Scotty Huggins and then John Patten. The trio of riders played high-speed chess in the dust as each took a turn leading, till they either hesitated or missed a turn and relinquished the dust-free run. With a few hundred meters left, it was Huggins who took the lead and crossed the finish with the two stroke of McConnell stuck to his back wheel. Zac Manwarring was runner-up last year and had a great day on the smaller 250cc four-stroke KTM. Starting in ninth, Zac stretched the throttle cable all day, passing several riders to finish day one in fourth outright.

SUNDAY RUN

Sunday morning was a cold, still, clear day. Perfect conditions for dust to hang in the air. Ridley led out again and only had to contend with the rising sun as he raced towards the East. Scotty Huggins started day 2 in second, while Liam McConnell put the little two-stroke into third outright. Gregory Prisk showed some impressive speed for a rookie on Saturday but Sunday morning would bring the big guy back to earth, literally, when a missed turn washed out the front-end of his Husky 501 just 4km into the first section. Out of control, Pisk hit the ground hard, slid through a barbed-wire fence and broke his wrist. Mat Gillespie stopped to render assistance and flag the other riders past.

Corey Banks eventually came across a lost Scotty Huggins and the pair lost a bit of time finding the right track again. Liam McConnell had a fresh top-end in this KTM two-stroke and was keeping a good pace until the rear brakes decided to fail along with the fork seals. While the brake system was replaced at the service, the fork seals would have to wait and it was back in the race. However Liam's dramas were not over as the service-crew vehicle

RALLY HERITAGE

AS WELL AS four Finke Desert Race Outright Victories, Stephen Greenfield was a superb Rally rider winning the 1999 Australasian Safari held over seven days of racing. This year, it was time for Greenie to swap the helmet for the spanners and support his son Bradley in just his second Navigational Rally. The father and son team made the 26-hour drive from Alice Springs in the Northern Territory to Condobolin in the centre of NSW. Bradley is no stranger to high speed, having competed in six Finke Desert Races where speeds often exceed 170km/h and his best finish was 10th outright.

The Condo 750 presented a new challenge to racing when Bradley encountered a mob of kangaroos early in the prologue. When hurtling down a fence line at high speed Bradley was instantly surrounded by seven fast moving roos that almost took out the front wheel of his KTM. Dodging skippy raised the heart rate and closed the throttle a little bit as Bradley was not keen on being taken out of the race by wildlife. He managed to complete the prologue in 11th position.

Over the next few days, Bradley rode a good race, staying mostly on his maps and with just a few navigational errors. In the second competitive section on Sunday, the front-end of the KTM clipped a stump, sending Bradley to the ground, but other than a few grazes no real damage was done and he quickly remounted. At the end of the day, Bradley finished a credible 10th outright and is looking forward to 2026

"The Condo 750 is a good race, I enjoyed it," said Bradley Greenfield. "After prologue with the kangaroo incident, I was a little bit wary and the first day took a little bit to get stuck into it but I felt really good on Sunday. It is a different wheelhouse than what I am used to. I like the open fast stuff but the tight stuff I am still trying to get used to, especially with a bigger bike and bigger fuel tank. Condo puts more pressure on you to perform mentally, while Finke is more of a physical performance. I would love to keep riding both events."

went into limp mode on the way to the next fuel stop, leaving McConnell dangerously short on fuel. What are the chances?!

The last section for the day was a mental battle for Todd Ridley. Although his race had been near text book so far, the pressure was on him and he did back off a little to minimise the chance of a mistake. Corey Banks was having his own challenges, when the road book came loose, flopping around on his handlebar. A trackside fix with cable ties kept it in place for a short time, but the track was too rough and the cable ties kept breaking. Just when Corey thought he was having a bad day, he came across Zac Manwarring on the side of the track just 9km from the end. A broken chain was a heartbreaking end to a fantastic ride from the Condo local but in true rally fashion, Zac managed to make repairs and at least complete the race.

At the end of the day, Todd Ridley could not have asked for a better race. Out in front for two days, no major mistakes and now an outright win to his name. Corey Banks described his ride as mentally challenging but was stoked to finish just his third rally in second outright. Liam McConnell surprised himself along with everyone else when he put the little two-stroke in third outright. It was not his first choice for the race, but now claims one of the few (if any) two-stroke motorcycles to podium at the Condo 750. ADB

Got something to say about this yarn?
Let us know at adbmag@adbmag.com.au

Corey Banks was having his own challenges, when the road book came loose, flopping around on his handlebar

Scotty Huggins entertaining the locals

Alex Kelly tries a bit of mouth to mouth

Mark Blake finished first in the Masters Class

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WORDS & PHOTOS // **SIMON MAKKER**

SHOWDOWN AT SHERWOOD'S CORRAL

It's one of those Kiwi summer days that don't come around often – a cloudless sky, a half-hearted breeze that occasionally huffs then dies, and a beating sun that'll burn you like cinderblock in 10 minutes if you're not careful.

Where Levi Sherwood's FMX compound sits between two rolling hills, there's even less respite – the brown-off hillsides bounce the sun's rays around, giving the impression that you're standing in a large, outdoor microwave.

Dressed in a black tee, black jeans, a black cowboy hat and aviator sunnies, Levi himself seems somewhat immune to the heat. Instead, he's intently watching several up-and-coming freestyle riders go through the motions of hitting the steel ramps, soar through the air and land on a large inflatable down ramp.

The 33-year-old freestyle legend is quick to hand out advice or a subtle thumbs-up as the riders pass him and start their run-ins, bursting into bellows of support when one of them cleanly stomps a trick or improves their extension

This is a whole new adventure for the five-time X Games medallist and two-time Nitro World Champion; after several years away from the sport, February 2025 marked Sherwood's return to FMX events. However, instead of lining up for one of his signature contortion-esque tricks, 'the rubber kid' (even though he despises that nickname) was now hosting his first-ever, self-funded FMX competition.

SOWING THE SEEDS

The Shogun Showdown isn't your usual FMX contest where the heaviest hitters of the freestyle world go toe-to-toe for big prize money. This year's pilot event was purely for amateur riders and those with little-to-no competition experience to get some contest runs on the board in a low-pressure environment.

Of the eight riders who took part, only one – veteran rider Joe McNaughton – had ridden competitions before at previous Farm Jams. Everyone else was a first-timer.

While Sherwood has been quiet on the riding side over the past few years after essentially walking away from

the sport a few years ago, he's still been involved coaching young Kiwis to start hitting ramps.

"Nick Franklin is an OG Kiwi freestyle rider who puts on shows at his farm every year, and I was sitting there at one of his shows, looking at the riders, and I realised it was quite an ageing group," the laid-back Sherwood says.

"I thought 'man, if one of the boys got injured, we wouldn't have enough people to put a show on'. I realised I had to sort this out."

The idea to then host coaching camps quickly gathered a head of steam as young Kiwis lapped up the chance to get hands-on coaching from one of the world's best FMX riders, while Levi found their energy infectious and motivating in return.

Once they reached a certain level, Levi would invite the riders to Franklin Farm shows to help them start dealing with more pressurised environments.

"You can teach people how to ride, do tricks and set their bikes up, but that's just the first part of it. The event side is a whole other deal," Levi explains. "That gave them experience riding in front of people and managing those emotions, and now the Shogun Showdown is providing a perfect introduction to competitions."

With the idea of holding his own FMX comp percolating in his head, Levi hit up the likes of Farm Jam founder Dan Frew, former Red Bull NZ events doyen Brendan Thomas and BMX legend Jed Milton for advice and direction.

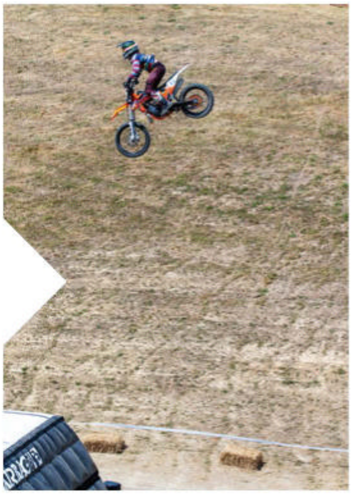
The rough form of the event soon took shape, but plans soon got uncomfortably ambitious for his first-ever attempt; at one point it was going to be opened up to the public with multiple disciplines and good prize money up for grabs.

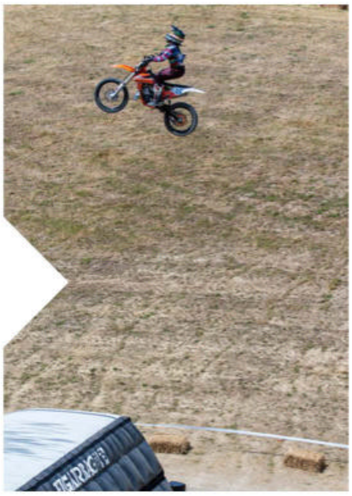
"It started to gather this life of its own and lose sight of the original purpose of the event," Levi said. "Those ideas might be cool to include further down the track, but I really just wanted to test the waters this year, invite some close family and friends to watch, hold both FMX and BMX showdown comps and see how it all went."

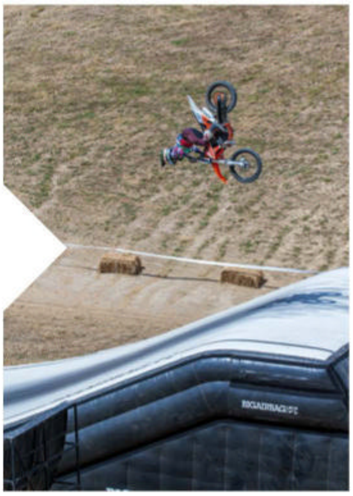
Even though he decided to dial it right back, there were still stressful times leading up to the event when some of the riders who'd initially said they were keen to be involved started – predictably – pulling out.

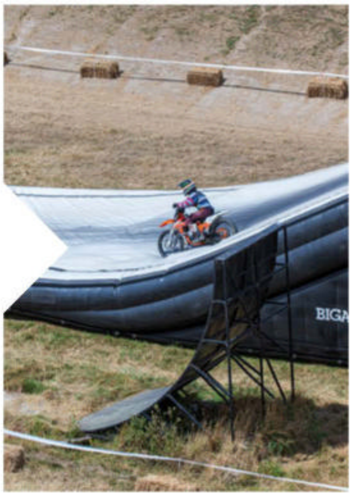
"Moto riders are notoriously hard to pin down and it was pretty frustrating when they'd ring me in the days leading up to the Showdown saying they couldn't make it," he admits. "There were some sleepless nights in the lead-up as I wondered if we'd even be able to hold a comp. It gave me a whole new appreciation for event organisers, being on the other side, rather than being a rider.

"The BMX riders were all good – they'd just say, 'yep, sweet, see you there' and you know they were good for it. The FMX guys are more high maintenance, but we still ended up with eight riders and it all worked out pretty sweet."









The FMX podium and judges strike a pose

Jack Jury in flight

5 MINUTES WITH… CARLOS HANLON

ADB: Carlos, epic riding at the Showdown. Congrats on winning your first comp and landing your first Double Flip. How were the nerves?

CH: They were definitely up there, especially when the wind started picking up just before my run. I'd done a couple of Double Flips to the landing before the comp, but my shock blew out a couple of days beforehand, so I had to rebuild that and didn't get a chance to test it before the Showdown comp.

Riding in front of a crowd is a lot more intimidating, but I just tried to block that out as much as I could, I tried to allow for the wind off the ramp, spun it round and stomped it. Yeah, it was pretty emotional to get it done.

ADB: So this was a trick you deliberately targeted for this event?

CH: Yeah. I did a few into the foam pit back in 2019 as I wanted to compete at the last Farm Jam in 2020, but that comp was written off with gale-force winds. I didn't try them again until about early December where I did a bunch into the foam pit and started getting them consistent.

Levi gave me a foot-hook that he'd designed, and his custom swingarm and triple clamp [helped] me spin it a lot faster and easier. I landed my first one to the airbag between Christmas and New Year, then I did a few every day to try and get comfortable and consistent with it.

ADB: I've gotta ask about your riding gear. You always wear a heavy cotton Canterbury rugby jersey, which is pretty unconventional. What's the go with that?

CH: [Laughs] I'm not sponsored by Canterbury or anything. I just love running the rugby jersey. I feel like a dork in riding gear, so I just run what I wear. I've got 13 rugby jerseys in my wardrobe and I'll wear them riding, when I'm out pig-hunting, going to the pub, everywhere. They're bloody awesome.

ADB: That's gold. What did you think of the Showdown and the idea behind it?

CH: It definitely gives everyone something to look forward to, as there hasn't been a comp in New Zealand since the last Farm Jam. Hopefully it keeps getting bigger and better from here, and it builds a community of riders who want to keep pushing their limits and the sports. And that's all thanks to Levi and his drive to step up the freestyle game for the Kiwi boys.

ADB: Finally, you're in Macau now training for some crazy circus show there. What can you tell us about it?

CH: It's called 'The House of Dancing Water' and was created by one of the dudes who wrote some of the Cirque de Soleil productions. We're in the middle of training now before the show opens in the casino here. It's super-intense – there are about 300 performers including gymnasts, acrobats, divers and such, and we're training about 10 hours a day on a super-tight jump setup that's wet after it gets raised out of the water.

And everyone's full athletes except for us five moto boys – we're all hitting the pub for a beer at the end of the day, while everyone else goes to the gym.

The shows begin in May and it's going to be epic to finally ride in front of the crowds after months of practice.

RAMPING UP THE PRESSURE

Just because it was a first-ever comp for most of the FMX riders, don't think for a moment that the riding wasn't any less spectacular, or the motivation to win wasn't there.

For 23-year-old Carlos Hanlon, the prospect of winning the inaugural Showdown was enough to push his riding to the next level and land his first-ever Double Backflip in competition.

Hanlon, who's now riding high-pressure shows in Macau casinos as part of a new stage production, worked his arse off and only successfully landed his first Double flip just two months prior.

Sherwood says to see him so motivated to win was inspiring: "I saw a different side of him that I've never seen before. Normally Carlos is such a cruiser – a happy-to-lucky entertainer who always rides well but never really shown his competitive side. To see him get into that zone, really focus, and to walk away with the win was bloody awesome."

Carlos wasn't the only rider to push himself either – Taranaki rider Jack Jury finished his day in a glut of second-placed results in FMX and FMX Best Trick with some impressive Backflip combos, then threw some wild whips to claim runner-up in Best Whip.

As good as the FMX comp was, it was the push-bike crew that really shone: the level of riding was right up there with what you'd see at a Nitro Circus show.

"If I was to be honest, the BMX boys really made the event the success it was," Levi evaluates. "They absolutely killed it and a few of them landed tricks they'd never done before. It was awesome to see that level of riding at a grassroots level, and it proved that the New Zealand BMX scene is in a really, really good space right now."

THE BIG PICTURE

With the event wrapped up, everyone headed home in a dusty state after a cracking after-party that went into the wee hours.

Sherwood had time to take stock, and the success of his pilot project has made him more excited than ever to return next year to expand the comp and take it to the next level.

Just because it was a first-ever comp for most of the FMX riders, don't think for a moment that the riding wasn't any less spectacular

BMX boys really made the event a success

A cracking sunset at the end of the event

He's already locked the date in for next year's Showdown – 14 February 2026 – and plans are already under way to open it up to the public.

"I'm really stoked on how smoothly it all went and it's definitely lit a fire in the belly," he explains. "Next year we'll open up the event to the public with a limited number of tickets to keep a a lid on it and create some FOMO."

With Levi also personally stumping up for all the costs of the event, he'll also pull some strings to get sponsors on board next time out. It shouldn't be difficult, as he's already had people contact him to get involved in 2026.

But the biggest satisfaction is seeing the riders he's taken under his wing challenge themselves and thrive under the pressure of a competition setting.

"I've taken these kids from jumping their first ramps right through to riding their first comp, and it's all kind of falling into place as I'm doing it," he says. "I think that's been the most satisfying part for me, and hopefully this event will see a new wave of young Kiwi freestyle riders take on comps around the world and create a new, thriving scene here." ADB

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WORDS // **WARREN JACK** PHOTOS // **TOM FOSTER/ALISON PARKER/THOMAS BROWN**

AGE IS JUST A NUMBER

IS AL AUSTRALIA'S OLDEST TRAIL RIDER?

As the old saying goes, there are old riders and bold riders but very few old bold riders. Al Gillard is one of the few.

Life often catches us unawares with things like marriage, mortgages and kids altering our priorities and impacting on our leisure pursuits. One such thing that is often the first to go in such circumstances is a dirtbike as, after all, it's really only a toy… and can be an expensive one at that. When such a situation arises some of us leave the sport for good, others return later but by then age usually gets a voice in the argument with aches, pains and slower reflexes until common sense or the other half deems it no longer a viable pastime. Not the case though for Al Gillard who at 84 years young could well be Australia's oldest rider still hitting singletrack.

SEVEN DECADES AGO…

Al started in the mid-50s at 14-years old and was still in high school when he bought a Triumph Speed Twin 500 for five pounds, without his parent's knowledge, keeping it at a mates place between rides. He would ride it all around Griffith before school, in the bush and on any tracks he could find before dropping it back at his mate's place in time for classes. Then he discovered girls and changed to a Matchless single that he carried his girlfriend on for weekend day trips to Wagga and other places around the Riverina. Marriage and other responsibilities eventually took him away from bikes for some time and he moved to Brisbane in the 70s before shifting again, this time to Coffs Harbour where he still is today.

There's a heap of good riding in that area and the bug bit again causing Al to return to bikes in 1974 on a Yamaha 90, joining with a group of locals to explore the surrounding hills between the banana plantations. He was so enthused that when Suzuki released the PE250 he upgraded from the

The way Al describes the peace and solace he finds in the bush when discovering a hidden gully or other rarely seen spot is almost spiritual.

Has anyone checked Al's birth certificate?

On the tools

Al started in the mid-50s at 14-years old and was still in high school when he bought a Triumph Speed Twin 500 for five pounds

Clearing the track with a handsaw

Yammy and found it a huge improvement, still speaking fondly of it today. The weather was often wet so a lot of the time Al and his mates were battling muddy hills and rain, but enjoying themselves no end, and Al told us he often returned home with blue-stained legs courtesy of the leathers he wore in those days well before nylon riding gear was the norm. Removal required a long hot shower and lots of soap, only for the stains to return after the next wet ride.

Al had a another break away from riding dirtbikes for a while when his interest was caught by speed boats, water skiing, roadbikes and go-karts, all pursuits he shared with his kids, before once again returning to the trails in 1982 after they grew and moved away. He sold his smash repair business and started riding on his own, exploring and cutting new tracks, and keeping them mostly secret from all but a select few mates. We'd suspect that being invited on a

Leading a group through the secret singletrack

Singletrack is Al's thing

ride led by Al is an offer not given out to any but the carefully selected.

He finds a great deal of enjoyment in riding alone and just enjoying the surrounds and the secret spots he has found. The way Al describes the peace and solace he finds in the bush when discovering a hidden gully or other rarely seen spot is almost spiritual.

PLENTY OF BIKES

Al's current mount is a 2021 Beta Xtrainer that he bought secondhand, but he has had a plethora of bikes before it, all of which have left him with great memories and stories. The Beta has about 200 hours on it and Al tells us he might put a set of rings in it soon, testament to both how well the Beta is built and how he doesn't abuse an engine. He tells us he is more than impressed with the power, performance and light weight of the Beta as well as the reliability. All qualities he has no doubt learnt to value over such a long riding career.

Other bikes that have had a home in Al's shed in no particular order are a Bultaco Frontera 370, Ballards XR250, Ballards Yamaha 250, a string of KTMs including a 250, 350, 400 and 525, a Yamaha WR400F, a Honda XR600 and a Kawasaki KLX450R which Al still enthuses over. The Bultaco was subjected to a few home modifications, which was common practice in those days, some of which worked and some didn't. The Bully had a windowed piston and the rear shock positions shifted.

Al also has a Kawasaki GTR1000 roadbike that he used to do trips on with his wife, accompanied by his two sons and daughter on their own machines, but it sat in the shed unused for some time as the speeds he sometimes reached attracted too much attention from the cops. He tells us it has re-emerged though due to some help from his mates, now sporting historic rego plates and is on the road again.

Al never competed with any regularity, much preferring to ride at his own speed and schedule but has tried a few one-day enduros and had a run in the A4DE one year and didn't disgrace himself by any means. He sometimes leads a small group through some of his favourite tracks which consist mainly of constant tight single. We mentioned that that means he cops all the spider webs and he simply laughed and said he has finished up covered in cobwebs more than once.

With such a long career on the trails Al has many great stories to relate and he was happy to share a few with us. Riding alone one day after his mate had to leave early he jumped a fallen tree and the chain caught a branch, dragging it through the front sprocket and breaking into four parts. Luckily he was carrying a short length of new chain, left over from a recent change to a new chain, some joining links and a small file. It was a long walk home so with no other alternative he set to work with what he had and after an hour and a half of diligent filing and fettling he was able to ride out. Result!

A FEW SCRAPES

Like many of us Al has also had his share of injuries, such as a head on that broke his leg and cost him a big toe despite wearing a brand new pair of boots. It was on a new track that Al had cut that came to a dead-end and needed to be finished when he met another rider coming the other way on a blind corner around a big gum tree. It wasn't the sort of track you'd expect oncoming traffic and although neither of them was riding particularly fast the combined speed was enough to do serious damage on impact. Luckily there were some other riders behind Al on the track so a rescue mission with a ute was arranged, resulting in a trip to hospital.

Another time Al was leading a select group through some very wild country well to the west of Coffs that was full of wild pigs and things and it had suffered a lot of damage from a recent big storm. The old logging trails in the area were usually fine, providing good riding but the storm had left its mark in places, tearing a great trench about 10 metres wide and about five or six metres deep across the way. Long grass hid it from view until it was too late and Al had no option but to give it the berries and try to make the jump.

He hit about a metre below the lip on the opposite side, just missing a massive stump and landing on a small ledge, while his bike tumbled all the way to the bottom. Al was unhurt but getting the bike out meant following the trench down to a creek and returning to the group another way – a bit of an expedition of its own. The bike suffered from a bent 'bar and a broken clutch lever but was still rideable so the ride continued as planned. You'd reckon Al's Guardian Angel deserved a pay rise after that.

Perhaps the scariest story Al told us was when he was out exploring one day, searching for new tracks and routes to combine for a longer four-day ride. A Pajero came around a corner bordered by a cliff face, on the wrong side of the road, leaving him no escape route. The driver wasn't looking until the last moment and swerved just in time to avoid catching Al with the bull bar. That would have you putting a few extra bob in the collection plate the next Sunday.

Al has certainly had a long and colourful career on dirtbikes and those of us here at *ADB* wish him many more years of it. Hopefully we'll be able to get to Coffs Harbour someday soon and experience some of Al's secret-squirrel tracks ourselves.

Got something to say about this yarn?
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AL'S FAN CLUB

WE ASKED TWO of Al's group of select riding partners for a few words about him and this is what they had to say.

MARTY BLAKE

Al Gillard loves his singletrack. He has made more single than any one I know. He assures me he owns a chainsaw but there is no evidence of this out on his trails. Al has shared his trails with so many people from so many places, along with his infectious smile and laugh. Al is good company.

We tried to lure him into adventure riding, on a four-day Maleny trip, all on tighter trails with enduro bikes. His gear missed the support trailer so we split up his gear, but he still carried heaps but he didn't complain. He loaded his gear into the trailer at Woodenbong at our lunch stop, then Al's influence got us to Maleny. Teams of riders swapped the guide duties along the way, all keen at the chance to return the favour and show Al and us all the best trails.

The local riders set up a camp and treated us like Al's mates. It was brilliant riding, with lots of rocks. The changeovers all went like clockwork. Al's name goes a long way in south-east Queensland.

His determination shone through on the way back; it poured and Al picked up an oil leak. He made a new gasket out of a cornflakes box that night at the pub and was all good to go in the morning. Al even finished us off with a heap of single when we got close to Coffs.

When we talk, Al assures me he is keen to do some adventure riding when he gets a bit older – for now singletrack is still king.

The way Al rides I have always suspected that years ago he added 20 years to his age. Has anyone actually checked his birth certificate?

King Al, long may he ride.

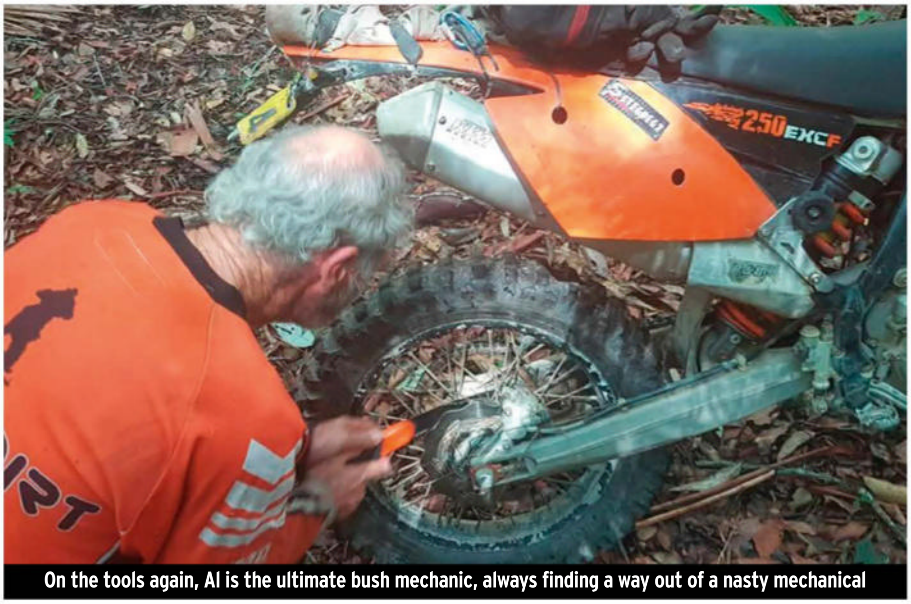
ALISON PARKER

Riding with Al Gillard is like riding with a teenager who finally got their first bike. He is always enthusiastic and excited to be out on the trails. He knows the forest like the back of his hand – except on cloudy days, because he uses the sun to get his bearings.

Al keeps us off the main fire roads as much as possible, and into fun singletracks. We explore ridges, gullies and creeks. Every ride is an adventure. When we stop for a break, Al gets out a banana or a sandwich and always a drink of kombucha. He's been drinking that for decades.

If a track has been blocked, Al finds a way to clear it or make a new track around the obstacle. His pace is amazing, and he doesn't like to stop too often. Riding with Al Gillard since 2005 definitely helped me with my enduro career.

Al with Alison Parker



On the tools again, Al is the ultimate bush mechanic, always finding a way out of a nasty mechanical

Al is used to mud... and plenty of it

Al still sets a cracking pace back in the day and still does today! People doubt him but they shouldn't

The Beta X-trainer Al now rides

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1

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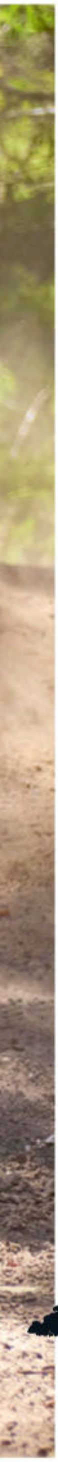

THE HONDA HAS spent a little more time indoors this last month than at the track. I have been so busy building race bikes ready for the start of the ProMX season that the Honda has had no choice but to sit in the corner of the workshop and watch me. I'm getting calls from all over Australia as well as New Zealand and even Europe to build engines and tune ECUs for various people. This is all great for business and I really enjoy working with motorcycles everyday but the downside is it's cutting into my ride time, and with daylight savings ending, that means I can no longer knock off and go for a ride after work.

My son has been at me to take him riding and even now my daughter has joined in on the situation. But before I can find some time to head to the track with my kids I need to give the Honda a service to keep it in shape.

To start off the service I put the Honda up on a centrestand and check for any play in any of the wheels or swingarm bearings. I then run around and check the tension on all the spokes and check the chain tension before lubing the chain. While the bike is up on the centre stand I also check the brakes and tyre pressures. It is common for tyres to deflate over time and in this case the tyres have both dropped down to 11psi, so I pump them both back up and set them at 14psi. I also then go over all the pivot points like footpegs and levers and give any of them a squirt with silicon spray if they are sticking. While doing this it is also a good time adjust the cable free play in the throttle and clutch.

With that all done it is time to move onto the engine. I remove the dirty air filter and replace it with a clean pre-oiled one I have ready to go. Then it is time to remove the fuel tank to access the rocker cover to check the engine valve clearances. The Honda rocker cover is quite snug between the throttle body and ignition coil so it is easiest to loosen the throttle body and pop it backwards to get the rocker cover free from the engine. This bike has only done eight hours so the engine is still very fresh and new, but it is common for valves to seat in during the run-in period and require an adjustment early on. These Honda valves however have not moved at all and are still perfectly within spec so I reassemble the engine, but at least I have peace of mind that the engine is running well.

Now it is time to check the coolant. The Honda has spent a little time on single trail recently which commonly makes it run hotter than it would on a motocross track because of less airflow. This time around the Honda had dropped some coolant and so I topped it back up. Then it was time to drop the oil and change the oil filter. It's also common to see some small flecks of metal in the oil or oil filter on the first few oil changes. This is due to any rough edges on any gears or castings wearing in. After a few changes however this should clear up. This is the Honda's second oil change and this time around there are no metal flecks to be seen in the oil or oil filter. I fitted a new oil filter and poured in some fresh oil.

Now all I have to do is wait for the weekend and I can get out and enjoy the Honda on the track.

Mat Boyd

> ***Before I can find some time to head to the track with my kids I need to give the Honda a service to keep it in shape***

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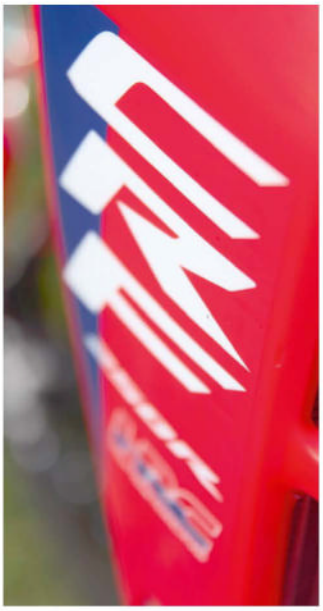
1. Not much of this action this month



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GOING HARD

IT MIGHT BE DESIGNED FOR XC BUT BRAICO SUBJECTS THE YZ450FX TO SOME HARD ENDURO THIS MONTH AND COMES AWAY IMPRESSED

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I HAVE RIDDEN a lot of bikes over the years and most of the time I ride them for which they've been designed. For example, enduro bikes in enduro scenarios and motocross or cross-country bikes in race conditions. Well, I threw that out the window this month and took the Yamaha YZ450FX into hard enduro. I didn't plan to do this particular ride but, hey, sometimes you got to do what you got to do.

At the recent, 300cc two-stroke shootouts, I was asked to bring the big FX down to the venue to open the tracks and scout out around the place and ensure everything was good to go. No dramas for Day 1 as it was the 'race/trail' day, so the track – while tight and technical – was more than rideable for the big YZ-FX. Sure, it wasn't as nimble as the 300s but the grunt and power of the 450 blew those smaller bikes out of the water going up the hills. The traction the 450 gets is unbelievable. No issues Day 1.

Day 2, however, was a complete upside-down, turn-on-its-head moment for the mighty FX as I set off with the boys to open and scout the hard enduro track for the 300s. I have to admit I was a little nervous and while I don't particularly enjoy the hard enduro stuff, I can ride it fairly well. But keep in mind the other guys are on the newest and greatest 300s and as they laughed at me heading down into the first gully I quickly realised that the FX, while not even remotely built for this stuff, is still plenty capable of getting through it. Sure, it's a lot heavier than a 300 and the power can be seriously overkill at any moment, but I was pretty impressed with its performance.

In and out of a gnarly ravine, up and down the gullies with zero run-up, the FX handled it well. I did crash and cork my thigh in the creek early into the lap, and my boots were filled with water, but other than that I made it out unscathed and, more importantly, so did the bike. Usually, a bike like this will flame out and be awful to ride in this stuff, but I found the YZ-FX not too bad; a handful, yes, but overall, solid. The one uphill with minimal run-up and logs scattered across it was a bit of a worry at the bottom, but once I was away and the enormous amount of torque was released, the hill and its obstacles became nothing more than a distant memory.

I think the change to a 52T rear sprocket helped with the bike's ability to handle the slower speeds, and I would obviously gear it a lot lower if I was to do this more often, but for a one-time gig the YZ450FX handled it like a champ. I was especially stoked with the way the day ended on the FX – I watched the boys on the 300s slowly descend into the last creek, into the mud and over the crap on the other side. The YZ wasn't having any of that, and I spotted a little sneaky line on the left side and I went for it, jumping the whole creek, about a three-metre gap, landing in a dry spot and then launching up the bank and over all the nastiness on the other side. No mud and way less effort than the boys on the 300s put in. It was the perfect end to my hard enduro career on the YZ450FX.

Geoff Braico

> ***It wasn't as nimble as the 300s but the grunt and power of the 450 blew those smaller bikes out of the water going up the hills***

MY25 YAMAHA YZ450FX
RRP
$15,949
WARRANTY
NA
DISTRIBUTOR
Yamaha Australia
INTERNET
www.yamaha-motor.com.au

SO FAR
TOTAL HOURS
xx hours
MODS THIS MONTH
None
MODS NEXT MONTH
None

1. The YZF450FX held it's own but was still a handful

Just Landed

INSTA360 X4

WE'VE SEEN a lot of action cams come and go, but the Insta360 X4 isn't one of them. With 8K, 360° video and 5.7K slow motion it's very impressive.

Let's start with the picture quality… because wow! It's unreal. The footage is crisp, especially when you take advantage of the 'shoot first, point later' feature. You don't need to worry about aiming – just ride and sort out the angles after. The 360° view is flawlessly stitched together, giving you the ability to relive the entire ride from any perspective. It's got an Invisible Selfie Stick effect but we haven't been game enough to do that while riding.

We haven't played with the AI editing yet as we're still figuring out the basics of the camera but it allows you to reframe, stabilise and overlay GPS data. The FlowState Stabilization and 360° Horizon Lock keep things buttery smooth even when the terrain is anything but, and the new 2.5-inch Gorilla Glass touchscreen makes flicking through settings on the go a breeze.

Now, not everything's perfect. For starters, the files are massive. That 8K quality means you're chewing through storage. Also, the camera sticks out quite a bit, and because there's so much mass high up, I had a few moments where the mount vibrated loose. It's a solid, well-built unit, no question, but you'll want to double-check your mounting points if you're riding rough. The bulbous lenses are still under testing for long-term durability, but the included removable lens guards offer some peace of mind.

The only real shame? Instagram and Facebook still don't support full 360° playback, so you're stuck converting or cropping your footage to share it.

Mitch Lees

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BROWSER

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MITAS TERRA FORCE-EX MH

Mitas
KEEP ON RIDING
TERRA FORCE-EX MH
120/90-18 65M TT | SUPER SOFT
90/90-21 54M TT | SUPER LIGHT
Just Landed

THE MITAS TERRA Force-EX MH is designed for EnduroCross and hard enduro terrain. Right out of the shed, the soft rubber made fitting them almost pleasant, which is not a phrase I throw around lightly when talking about tyre changes. No need to fight with tyre levers – these are the most malleable tyres I've ever spooned on.

The initial feel and grip blew my mind. On sandstone ledges and hard rock surfaces, the Terra Force-EX MH feels like it's got suction cups for knobs. It's that sticky. It grips, claws and holds lines you wouldn't normally get away with on regular rubber. In fact, it felt a bit like cheating – the traction is that ridiculous, especially when climbing or descending technical rock faces where you'd normally expect a bit of slippage.

It comes in three compounds depending on how cooked your trail choices are. The Super (yellow stripe) is for dry, high-speed enduro with a medium carcass and compound. The Super Light (green stripe) runs a softer carcass and gummy rubber that shines in slick, technical conditions. And for those who enjoy the real hard stuff, the Super Soft (double green stripe) has a mega-flex carcass – that's the one I went for.

The side knobs are aggressive, the 17mm tread depth is massive and the reinforced-yet-flexy carcass gives good structural support. The front tyre is FIM-legal, but the rear isn't.

So far, they're the grippiest gummy tyres I've ever run. I'm curious to see how they hold up over time and whether they'll hold their own in proper mud, but based on early signs this tyre is an absolute weapon.

Mitch Lees

Mitas
Mitas

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Just Landed

POLISPORT PRO OCTANE FUEL CHURN

THERE ARE FUEL cans, and then there's the Polisport Pro Octane. Built rock solid and incredibly well balanced, it's leak-resistant and has enough features to make your average plastic jerry can feel like it belongs in a museum.

We've been using both cap systems – the standard nozzle with a breather hose and the quick-fill system – and they are genuinely handy. The regular hose setup comes with an inbuilt breather, which is much better than fumbling with a separate breather cap and getting fuel on your hands. That said, the breather hose does need to be in the perfect position to let air in and get the fuel flowing fast. Once it's dialled in, it pours beautifully, but until then it can be a bit fiddly.

The two-handle design makes a big difference too. Whether you're pouring into a dirtbike, a buggy or something weird with a hard-to-reach tank, the handles give you full control and eliminate the wobbly two-finger dance most fuel cans require. The quick-fill cap is perfect for race-day pit stops, it's very fast.

One of the standout features is the detachable oil measuring jug clipped onto the side. It might seem like a small addition, but it's awesome. You no longer need to bring a separate bottle. It's clean, quick and easy to read.

So far, we've had no leaks, no dribbles and no cracks. The oil/fuel mix gauge on the cap is a nice touch too – no more sniff tests or guessing games. The only real gripe is that breather hose positioning. It's the one thing that keeps it from being flawless, but once you've got the feel for it, it's smooth sailing. Stay tuned.

Mitch Lees

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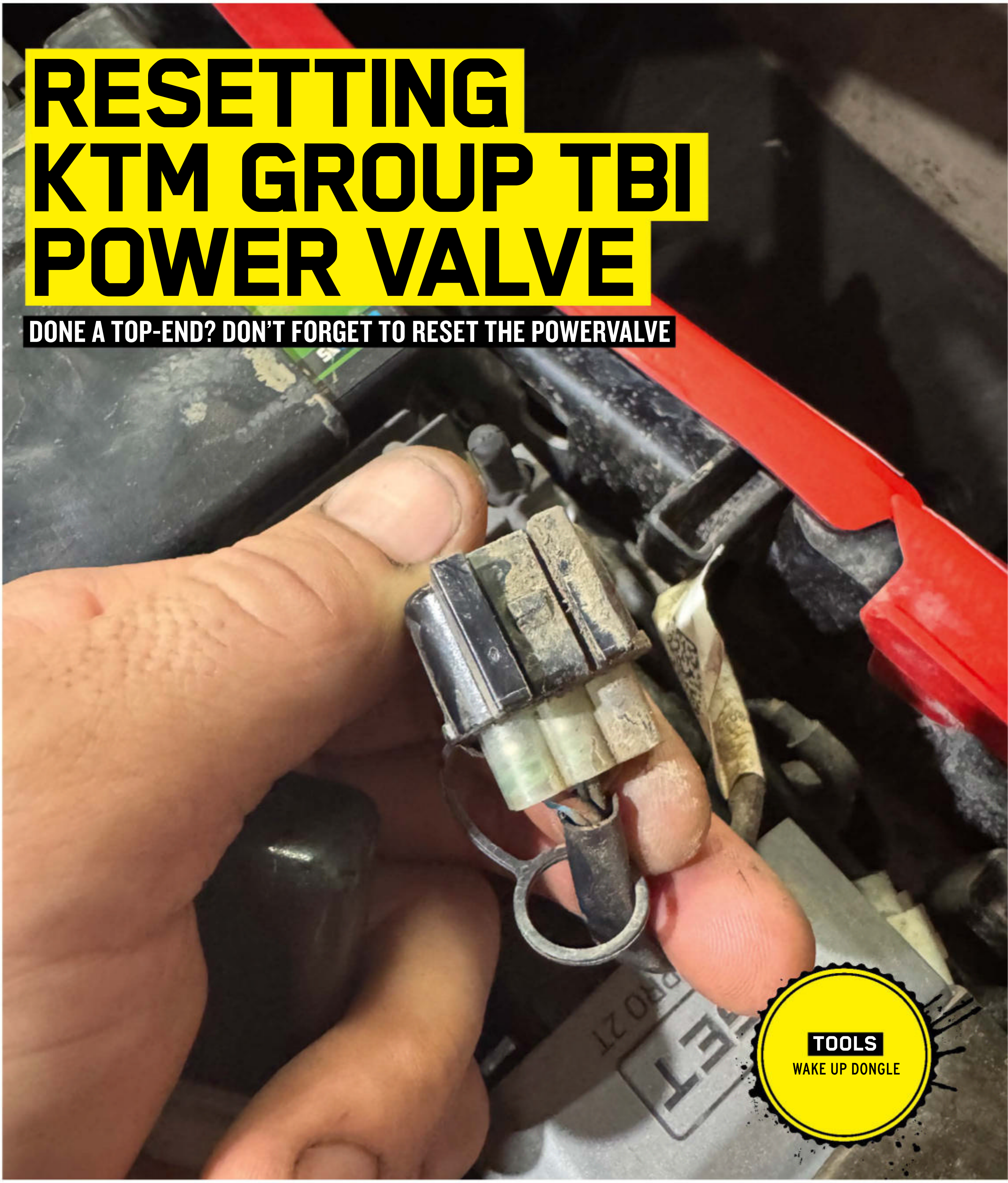
RESETTING KTM GROUP TBI POWER VALVE

DONE A TOP-END? DON'T FORGET TO RESET THE POWERVALVE



TOOLS

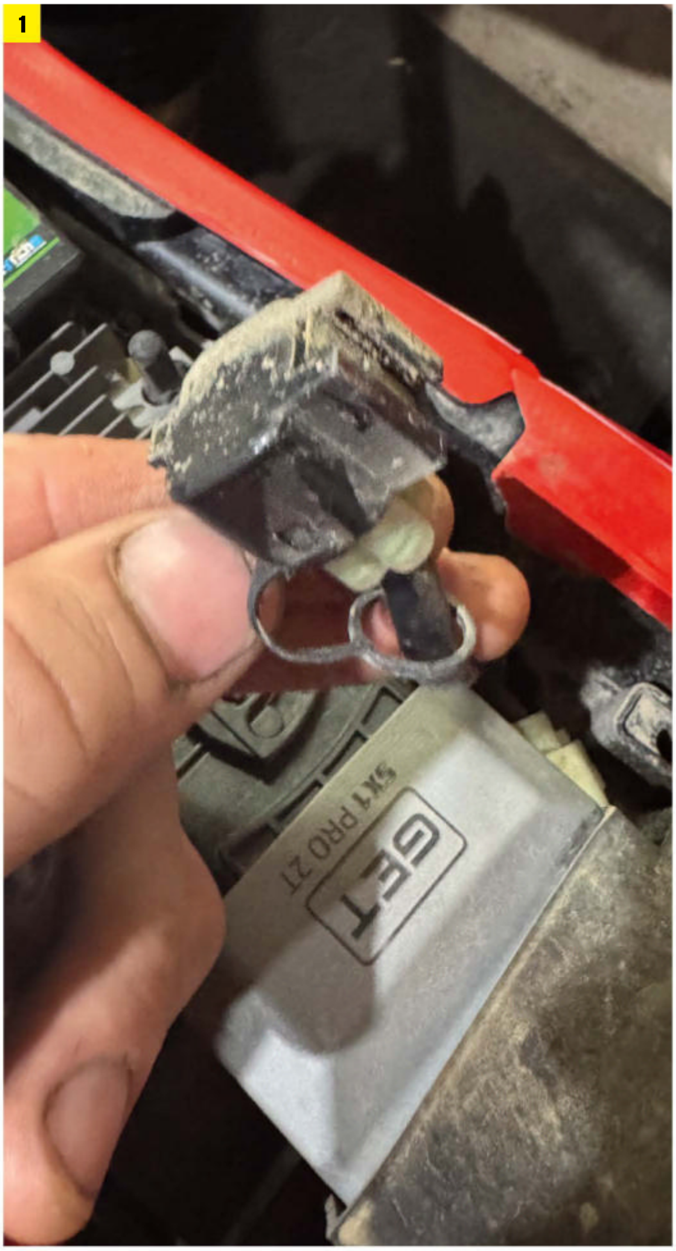
WAKE UP DONGLE

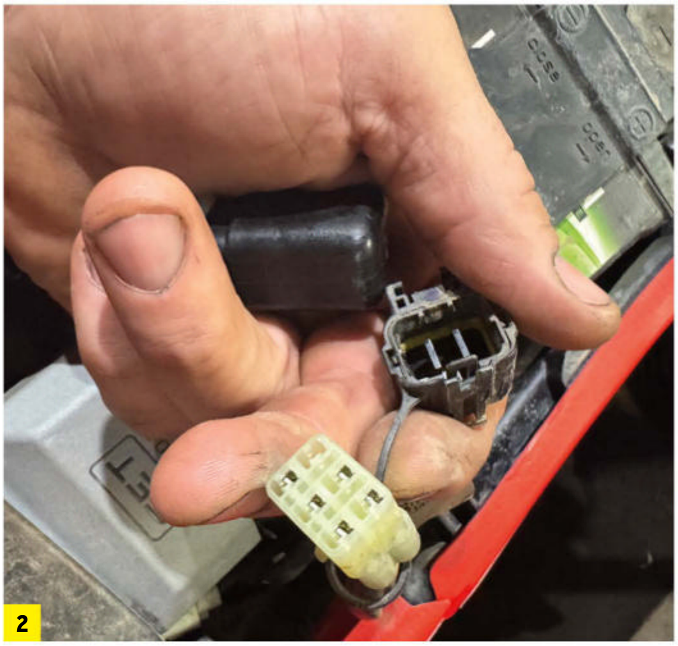
THE KTM GROUP 125, 250 and 300 SX models all come with an electronic power valve which is operated via an electric motor controlled by the ECU. This power valve is programmed to open at a certain RPM over a preset duration. When the cylinder has been removed to do any work such as replace the piston and rings then this power valve needs to be reset.

#1 WAKEY, WAKEY

Firstly you will need the wake-up dongle that fits your brand of motorcycle. While the KTM, GASGAS and Husqvarna all require the same process to reset the power valve, they all require their own brand-specific dongle that can be purchased through your dealership. If you bought your motorcycle new from a dealership then this wake-up dongle should have come in your spares kit with the bike.

1





2

#2 BETTER COMMUNICATION

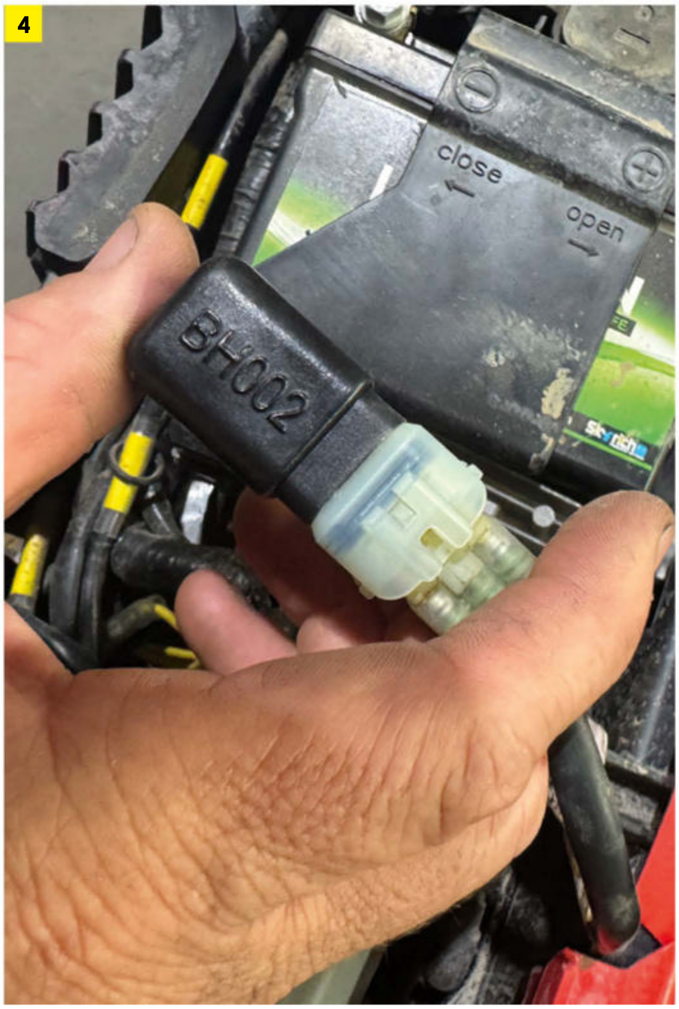
Remove your seat and locate the communication plug under the seat. On some models this plug is floating around and others it is fixed to the airbox. Once you locate it you will need to remove the plastic protective cover by pressing in the locking tab and pulling the cover off.

3

#3 MARK OF THE BEAST

You will then need to mark the halfway position on your throttle housing. The easiest way to do this is mark the closed position, then the fully open position, and then directly mark the centre position using either a permanent marker or paint pen.

4



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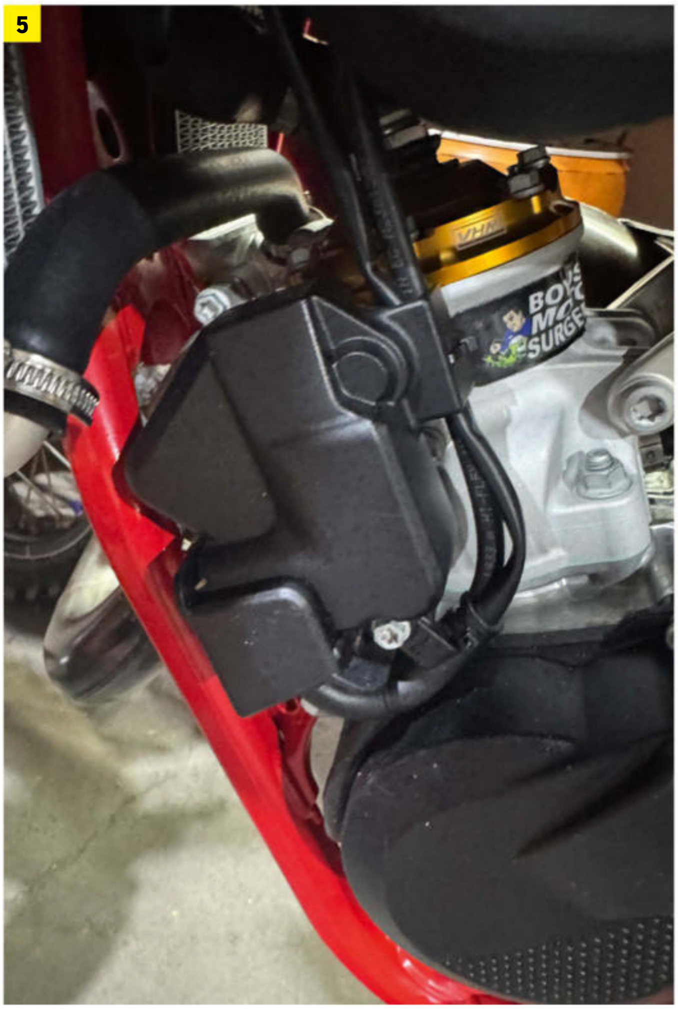


#4 HALF AND HALF

Start with the wake-up dongle slightly plugged in but not pushed all the way in that the ignition wakes up. Having the plug partially inserted makes it easier for you to connect it all the way using one hand and then frees up your other hand to work the throttle.

#5 WE HAVE LIFE!

Hold the throttle at the halfway position and then squeeze the wake-up dongle so it connects the entire way and the ignition wakes up and the lights illuminate on the map switch.

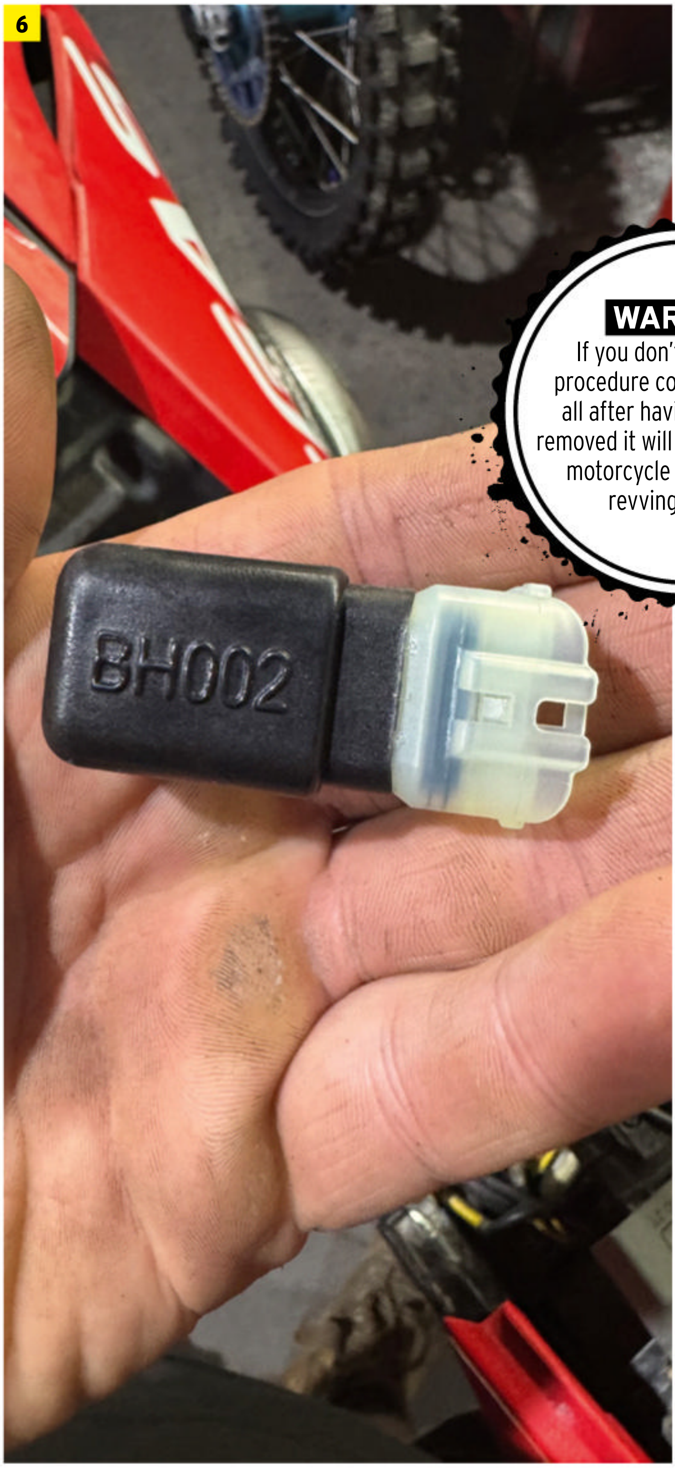
EXTRA TIPS

TWO-STROKE motorcycles have long been known to load up with fuel when idling for too long and the answer has always been to rev them hard to blow all the excess fuel out of the engine. Unfortunately this is not the case with a TBI model two-stroke.

If you have a TBI model two stroke that has loaded up with fuel and it is spluttering and it won't clear out by revving it at constant full throttle then stop and rev it on and off to about halfway through the rev range. Holding it at constant wide open throttle will continue to pump fuel into the engine making your problem worse, whereas continuing to rev the engine up and down to half rpm will clear the engine out without loading the engine up with even more fuel.

#6 SOUNDS OF SILENCE

Hold the throttle in the halfway position for 10 seconds and then let the throttle close completely. At this stage you will hear a bunch of noises as the power valve cycles through its end ranges of motion and sets its end parameters in the ECU. Once it stops you can disconnect the wake-up dongle and the map switch light will go out after a few seconds.



6

DOS

- Make sure the bike's battery is fully charged before completing this procedure.
- Use only the wake-up dongle that fits your make and model.
- Reset after each time you have had the cylinder removed from the engine.

DON'TS

- Use paper clips or loose wires in place of the correct wake-up dongle.
- Try to perform this procedure with a low battery.
- Skip this procedure or the motorcycle will likely bog or not rev correctly.

WARNING

If you don't perform this procedure correctly or not at all after having the cylinder removed it will likely result in the motorcycle bogging or not revving correctly.

7

#7 START 'ER UP!

Once you have finished this process,start the bike and make sure it revs correctly and runs as it should. Once you are happy that the bike is running correctly you can fit the communication plug back into place and then refit the seat.

CHEAP TRICK

AIR HOLES

TROUBLE ✗

You want to add some holes to your air box to increase airflow into your engine but you are unsure what drill bit to use.

TRICK ✓

Use a countersink bit in your drill. It will cut a neat hole without leaving burred and ugly edges.

DIFFICULTY:
★

TIME:
1 MINUTE

COST:
$2

TOOLS:
TOOLS DRILL, COUNTERSINK BIT

CHEAP TRICK

THUMB BLISTERS

TROUBLE ✗

Do you always end up getting blisters on the side of your thumb after a long day's riding? This will likely be because your thumb is rubbing up against the side of a kill switch or a switchblock.

TRICK ✓

Slide the switch block or kill switch in so your thumb does not touch it. This will prevent rubbing and stop the blisters.

DIFFICULTY:
★

TIME:
1 MINUTE

COST:
$10

TOOLS:
SCREW DRIVER

FREE TRICK

GRAB HANDLES

TROUBLE ✗

The 2024 and 2025 KTM 65 SX both have handles in each side of the airbox that are enclosed, restricting air flow into the airbox.

TRICK ✓

There are aftermarket panels that you can buy to open up these sections of the airbox but if you are careful enough you can cut them out neatly with a sharp blade yourself, which will give you an easy grab handle to move the bike around with while also allowing more air into the airbox.

DIFFICULTY
★★

TIME:
10 MINUTE

COST:
$0

TOOLS:
SHARP RAZOR BLADE

FREE TRICK

BROKEN HANDGUARDS

TROUBLE ✗

Handguards take a solid beating on a trailbike and are usually the first thing to snap off when bashed into a tree or shoved into the ground.

TRICK ✓

Loosen the brackets of your handguards so they are tight enough to remain in place during normal riding but will move if they get banged into a tree or hit the ground in a crash. This will prevent the brackets from breaking.

DIFFICULTY
★

TIME:
1 MINUTE

COST:
$0

TOOLS:
ALLEN KEYS

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SURON HYPER BEE

THE GAME JUST CHANGED

THE SURRON Hyper Bee is popular for backyard bandits keen to ride during the week when they can't get to the track. We're not talking idiots that hoon up and down the street, we're talking those that have a small bush track like a BMX track. It has a longitudinally mounted motor and a dedicated MTPA/MTPV controller. According to the manufacturer, this setup enables the bike to accelerate to 30km/h in 1.6 seconds.

The Hyper Bee features a high-capacity battery that can be charged from 0-100% in approximately 4.5 hours. The battery uses a quick-release system with a knob-type compression lock and no hatch, allowing for replacement in about 10 seconds. Charging is done via a magnetic connector.

A multi-function dashboard offers comprehensive information at a glance including speed, kilometres, battery level, power mode, vehicle settings, reverse gear indicator, fault codes and remote intercom. Despite its small size, it is packed with features to keep you informed and in control.

Innovative safety features include magnetic emergency switch, electronic gyroscope tilt power-off protection, upper and lower chain guards and body protection pads.

The handlebar includes custom-designed 26mm diameter grips that are both anti-slip and feature a locking function, effectively reducing rider fatigue. Additionally, the end cap is equipped with a cushioned rubber ring to enhance riding safety.

A dual-piston hydraulic braking system features 180mm front and 160mm rear discs. Thick discs and pads are designed to provide maximum strength and heat capacity so they don't fade even under demanding riding conditions.

The Hyper Bee's rear suspension features a fully adjustable shock with 60mm of travel, allowing for a maximum rear wheel travel of 180mm. At the front there's a 35mm inverted fork with an impressive 170mm of travel, with easily adjustable rebound and compression damping.

The Hyper Bee is available in green, pink, yellow and blue.

RRP: From $4490

WEBSITE: www.ridesurron.com.au

WE SAY: Indi Hooper: Wow, this bike looks so impressive! It looks good and all the features sound so cool. I'd love to get my hands on one to test ride. I might just have to add this to the Christmas wish list. The hardest decision would be picking the colour.

MX65 FUTURES CLASS AT 2025 PROMX

THE MX65 Futures class will return for a second year as part of the 2025 Australian ProMX Championship, supported by KTM, Husqvarna Motorcycles, and GASGAS. The class will run at three rounds: Traralgon on 25 May, Nowra on 6 July and Queensland Moto Park (QMP) on 2-3 August.

Open to riders aged nine to under 12 on any brand of 65cc motocross bike, the MX65 Futures class combines the two available 65cc age categories. The top three riders will be recognised at each round, with the overall series winner announced at the final event at QMP.

The program includes guided track walks, access to KTM Racing Team and Raceline Husqvarna Racing Team riders, and a participation pack for entrants. The initiative is intended as a lead-in to the Australian Junior Motocross Championships, scheduled for September in Gillman, South Australia.

Entries will open about one month before each round via the official Australian ProMX Championship website (www.auspromx.com.au).

WORLD SUPERCROSS RETURNS TO AUSTRALIA

THE WORLD Supercross Championship will return to Australia in 2025 with a new event scheduled at Cbus Super Stadium in Robina on the Gold Coast. This follows the 2024 double-header held in Perth.

The Gold Coast is one of several new locations announced for the season four calendar, alongside London (UK), Buenos Aires (Arg) and Cape Town (RSA).

In 2024, the Australian round saw Eli Tomac and Shane McElrath win both days of racing in the 450cc and 250cc classes respectively.

Further updates will be available at wsxchampionship.com.

WSX
FIM WORLD SUPERCROSS CHAMPIONSHIP
AUSTRALIAN GP
WESTERN AUSTRALIA

KIDZ GEAR

RHINOSKINS ACTIVEWEAR FOR ATHLETES

RHINO BRINGS comfort and innovation to a boxer and skins brand for extreme athletes around the world with exclusive prints from the head fashion designer who has designed for some of the world's most iconic brands including Seafolly Australia, Industrie Clothing and Oshkosh.

The gear has been wear tested by athletes and the fabrication is designed to eliminate chafing, bunching and that itchy scratchy feeling resulting in pure silky comfort.

The soft fabric and chlorine resistant properties ensure toughness and resiliance, as well as comfort and moderate compression.

Rhino boxers and Rhinoskins are for multiple sporting activities and the company supports athletes from skate, surf, BMX, MTB, MX, triathlons and snowboarding disciplines.

RRP: **See website**
WEBSITE: **www.therhinoco.com**
WE SAY: **Indi Hooper:** It's no secret that I love my Rhinos. I have been wearing Rhinos for at least the last three years and over that time they have become a track essential for me. The amazing team at Rhino has just released its all-new designs – you really should check them out. Not only are Rhinos practical and comfortable, but the designs are also bold, bright and stylish.

KIDZ LONG TERM TEST BIKE

PROMX PIT WEAPON

YCF 16- & 12-INCH

WE RECENTLY put the YCF 12-inch electric balance bike to the test again – this time at the ProMX round at Appin, NSW – and, let's just say, it saved the day.

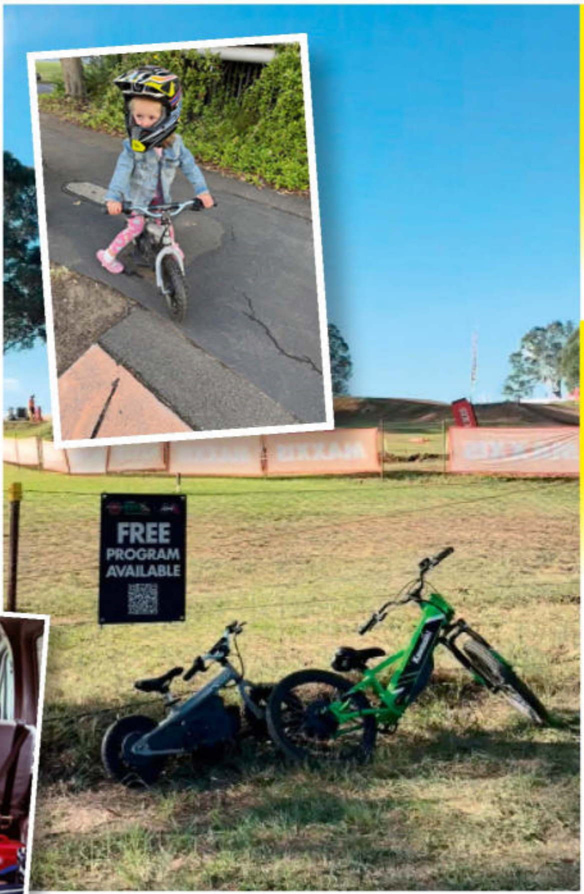
The event was a scorcher, with temps pushing 30°C, and if you've ever tried dragging a three-year-old and a five-year-old around a national motocross event on foot, you'll know how quickly little legs turn into whiny legs. Between the hills, the heat and the sheer size of the venue, walking was never going to cut it. So we loaded up the YCF 12-inch and brought it along for Bonnie to ride.

And she absolutely thrived. Riding beside the big rigs in the pits, Bonnie swerved between spectators, hopped off tree roots and made her way around the team trucks. People were stopping in their tracks, staring, like, "Who is this tiny human zipping around on an electric bike?"

The best part? The battery lasted the entire day (not riding the entire time of course). Six hours of slow cruising, pit exploring and race-watching, and the YCF just kept going. No breakdowns, no power dips, no flat battery...

While the rest of us wilted in the sun, Bonnie was happy, mobile and entertained – still buzzing from riding around on her YCF just metres from her motocross heroes.

These balance bikes are a legitimate tool for surviving big events with small kids, especially ones who want to feel like they're part of the action.



YCF 12- & 16-INCH

RRP
$799 & $999
WARRANTY
None
DISTRIBUTOR
YCF Australia
INTERNET
ycf-riding.com.au

SO FAR

TOTAL HOURS
32 hours
MODS THIS MONTH
None
MODS NEXT MONTH
None

Why Dirt Bike Stories 4 Kids?

Dirt Bike Stories 4 Kids is all about getting kids excited about reading, adventure through action-packed dirt bike stories with Jax, Bonnie, and Mitch. Each tale blends real riding techniques, Aussie landscapes, and epic rides to spark their imagination. Whether it's racing, learning tricks, or riding with legends, we hope these stories inspire kids to read and ride!

KIDZ DIRTBIKE STORIES 4 KIDS KORNER

More *Dirt Bike Stories 4 Kids* can be listened to on your favourite streaming service, like Spotify! Scan the QR code below to listen.

SNOWLINE CLIMB

JAX, MITCH AND BONNIE GO ON A MOUNTAIN RIDE

THE MORNING AIR was chilly as Jax, Mitch and Bonnie got ready for another adventure. Today, they would ride their dirtbikes up a mountain and into the snow! Jax had a special blue and green jacket for the cold. Bonnie was ready to go too, her pink and black gear looking bright against the frosty morning light.

Mitch looked at Jax and Bonnie with a grin. "Alright, you two. This ride is going to be tough! We're going all the way to the snowline, so we've got to stay steady and stick together."

Jax nodded, "I can't wait to see the snow!"

Bonnie was so excited. "I'm ready! I want to see everything – the snow, the view, all of it!"

Mitch chuckled. "Well, let's make sure our bikes are ready too. Up there, we're going to need all the power we can get."

They filled up their tanks, the smell of fuel mixing with the fresh mountain air. Jax gave his bike a strong kickstart. Vroom! The engine roared to life! Mitch and Bonnie started up their bikes too, the sounds bouncing off the trees around them.

"Ready?" Mitch asked, gripping his handlebar.

"Ready!" Jax and Bonnie shouted together.

They took off, their bikes rumbling up the rocky trail, leaving tracks in the frosty ground. The trees were tall and thick, and the air smelled like pine and fresh earth. The path was rough, and Jax could feel every rock and bump as his bike jolted along the trail.

"Stay relaxed on the handlebar," Mitch called, glancing back at them. "Let your bike do the work over the bumps. Keep your knees bent."

Jax nodded, keeping a light grip and bending his knees as his bike bounced over rocks. He loved the thrill of controlling his bike over the rough ground.

Bonnie followed close behind, shouting, "This is amazing! It's bumpy but fun!"

They wound their way up the mountain, the trail getting narrower and steeper with every turn. Jax noticed patches of frost on the ground, sparkling in the morning sunlight. He leaned forward on his bike as they climbed a particularly steep section.

“Remember to keep your weight centred!” Mitch called as he powered up the hill. “If you lean too far back, you might tip over!”

Jax carefully adjusted his weight, leaning just enough to keep control as the bike’s engine grrrrr-ed under him, pushing up the rocky slope. Bonnie did the same, her bike buzzing as she climbed right behind Jax.

The higher they went, the colder it got. Jax could see small patches of snow dotting the ground where they rode. “Look, Bonnie!” he shouted. “The snow’s getting closer!”

Bonnie’s eyes widened. “I see it! We’re almost there!”

The trail curved sharply, and up ahead they spotted a fallen tree blocking the path. Mitch stopped and inspected it. “Alright, we’ll need to hop over this log. Use a little throttle, pop the clutch and pull your handlebars up a bit when you get to it. Don’t hit it too fast.”

Jax nodded, focusing on the log. He revved his engine and gave his bike a quick twist of the throttle. Vrooom! He lifted his front wheel just as he reached the log, sailing over it and landing with a thud on the other side.

“Nice log hop, Jax!” Mitch called out. “Bonnie, your turn!”

Bonnie approached the log, popped the clutch just a bit, and then gave her handlebars a tug. Her bike lifted over the log, her rear tyre thumping down on the other side. “Yes! I did it!”

“Good job, Bonnie!” Mitch said, joining them on the other side of the log. “Alright, let’s keep going – we’re getting close to the top now!”

The trail got even steeper, with loose rocks that made their bikes slide a little. Mitch led them carefully, reminding them to use their brakes just enough to control their speed and keep their rear-end in-line.

“Watch out for those rocks!” Mitch called, weaving his way around some of the bigger ones. Jax and Bonnie followed his path, gripping their handlebars tightly.

They reached a section where the ground was covered in slippery ice patches. Jax tried to keep his bike steady, leaning forward to keep from sliding. The tyres slipped a little, but he kept control, slowly making his way across.

Bonnie slowed down, carefully steering her bike around the icy spots. “Whoa, this is slippery!”

“Just keep your throttle nice and gentle,” Mitch said. “Too much and you’ll slide out!”

> **“Nice jump, Jax!” Mitch called out. “Bonnie, your turn!”**

With a bit of wobbling and careful steering, they all made it through the icy section. And then they saw it – a blanket of pure white snow, covering the trees and the ground. They had reached the snowline!

“Look at all that snow!” Bonnie gasped, her eyes sparkling with excitement.

“This is awesome!” Jax cheered, the cold air tingling his face through his helmet.

The trail continued through the snow, so Mitch led the way, showing them how to ride on the snowy ground. “Keep your balance and don’t twist the throttle too fast. The snow can make you slip!”

Jax followed, feeling the bike glide and wobble as his tyres crunched through the snow.

Bonnie was right behind, her bike leaving tracks in the snow. “This feels like I’m riding on ice!” she said with a laugh.

The forest was quiet, the sound of their engines echoing through the trees. Every now and then, clumps of snow fell from the branches above as they brushed trees, landing with a soft ‘plop’ on the ground.

Jax spotted a small snowbank on the side of the trail. “Hey, Bonnie, look! Watch this!” He twisted the throttle and rode through it, snow flying up in a spray around him.

Bonnie laughed, steering her bike right into the snowbank too. “Splash!” The snow sprayed everywhere, dusting her bike and helmet.

They rode deeper into the snow, winding through trees covered in frosty branches. The path started to slope downhill. Jax eased his brakes on, feeling the bike glide down the hill. It was a bit slippery, but he kept his balance, leaning back just like Mitch had taught him. Bonnie followed, her face focused as she carefully steered her bike down.

They reached an open clearing, where the snow was untouched, smooth, and white. Mitch stopped, pointing at the view. “This is it – isn’t it amazing?”

Jax and Bonnie parked their bikes and looked around in awe. The snow-covered ground sparkled under the sunlight and the trees looked like they were wearing white jackets.

“It’s beautiful,” Bonnie said.

Jax grinned, pulling off his helmet. “This is the coolest ride ever, Dad! Thanks for bringing us up here.”

Mitch was proud of his kids for handling the tough ride. “You both did great. Riding in the snow isn’t easy but you handled it like champions.”

The cold air felt refreshing after the hard ride, and they could hear the quiet of the snowy forest around them.

“Ready to head back?” Mitch asked after a while.

Jax nodded. “Let’s do it!”

“On our way down, take it nice and slow,” Mitch reminded them. “The snow and ice make it tricky, so keep your balance, keep an eye on the trail and don’t lock your brakes up.”

With that, they put their helmets back on and started the descent. Jax led the way, carefully steering around icy patches and leaning back to keep control. Bonnie followed, focusing hard as her bike glided down the snowy trail. Crunch, crunch! The tyres packed the snow as they went.

The trail wound through the trees and Jax spotted a low branch up ahead. “Watch out for that branch, Bonnie!” he called, ducking just in time.

Bonnie ducked, laughing. “Almost got me!”

They kept going, the trail getting easier as they descended. The snow thinned, giving way to patches of dirt and rocks. Jax could feel his bike gripping better, and he twisted the throttle, picking up a bit more speed.

When they finally reached the bottom of the mountain, they could see their starting point up ahead. Jax pulled up beside Mitch with a big grin. “That was epic! I can’t believe we rode all the way up there!”

Bonnie caught up to them, “Riding in the snow was epic!”

Mitch looked at his kids with a big smile. “You both did awesome. This was a ride to remember.”

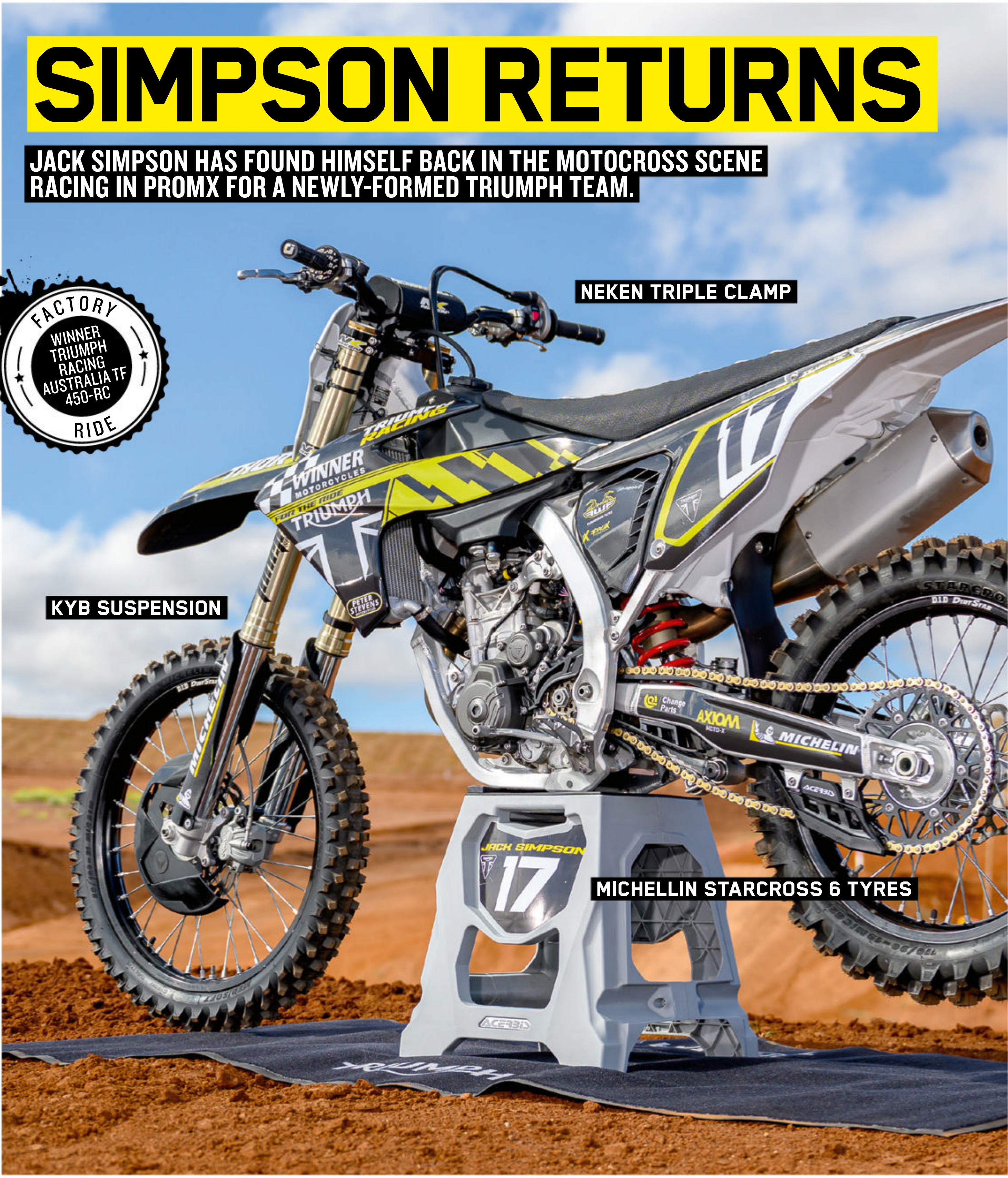
As they rode the last stretch back to their cabin, Jax and Bonnie couldn’t stop talking about all the challenges they’d conquered – from the rocky climbs to the snowy slopes and everything in between. The snowline ride had been their most thrilling adventure yet, but, they all knew one thing for sure: any day on a dirtbike is a good day.

SIMPSON RETURNS

JACK SIMPSON HAS FOUND HIMSELF BACK IN THE MOTOCROSS SCENE RACING IN PROMX FOR A NEWLY-FORMED TRIUMPH TEAM.

FACTORY RIDE

WINNER TRIUMPH RACING AUSTRALIA TF 450-RC



NEKEN TRIPLE CLAMP

KYB SUSPENSION

MICHELLIN STARCROSS 6 TYRES

5 THINGS WE DIDN'T KNOW ABOUT JACK SIMPSON

1. He has raced off-road, desert and motocross internationally.
2. He last competed in ProMX back in 2015.
3. He spent five years competing in the United States.
4. Simpson has won Australian off-road and desert racing titles.
5. He will be the first to ride the TF 450-RC in the ProMX.

IN A MAJOR COUP for the Penrite ProMX Championship presented by AMX Superstores (ProMX), legendary British marque Triumph have joined the paddock in 2025 with the talented Jack Simpson leading the charge in MX1.

Simpson is one of three riders in the Winner Triumph Racing Australia Team, with the Victorian-based Winner Motorcycles switching brands for 2025 with key support from Peter Stevens Motorcycles and Triumph Motorcycles Australia.

With the local motocross scene dominated by Japanese and European manufacturers, the arrival of Triumph is a real shot in the arm for the ProMX Championship.

Simpson has been riding Triumph's flagship TF 450-RC in the MX1 category, and in the Pirelli MX2 class, Connar Adams and Thynan Kean will race the TF 250-X.

Following the audacious launch of the motocross range – the TF 250-X followed by the TF 450-RC – Triumph's crack at the 2025 ProMX has been mixed with Simpson scoring 18, 20, 18 finishes and Adams finishing 24, DNS, 27 after three rounds. But, despite average results here the marque'scommitment to various off-road championships around the globe, including the Motocross World Championship, EnduroGP and AMA Supercross has been great to see.

At the time of going to press, Triumph's best result was Jordon Smith's victory in the AMA 250 SX West round in Glendale on 2 February.

THE RIDER
JACK SIMPSON

"I am so excited to be back to my roots and racing in Australia," said Simpson. "My last ProMX season was all the way back in 2015 and since then I have travelled the world racing in off-road, desert and more.

"To come home this year and have the honour of racing the TF 450-RC is amazing and I want to thank Winner Triumph Racing Australia for this opportunity."

Simpson, a former MX3 contender, Australian off-road champion, and desert racing star, returned to Australia after a successful five-year stint competing in America. With experience across multiple disciplines, he is expected to bring both speed and racecraft to Triumph's MX1 campaign.

TEAM OWNER
KAREN ADAMS

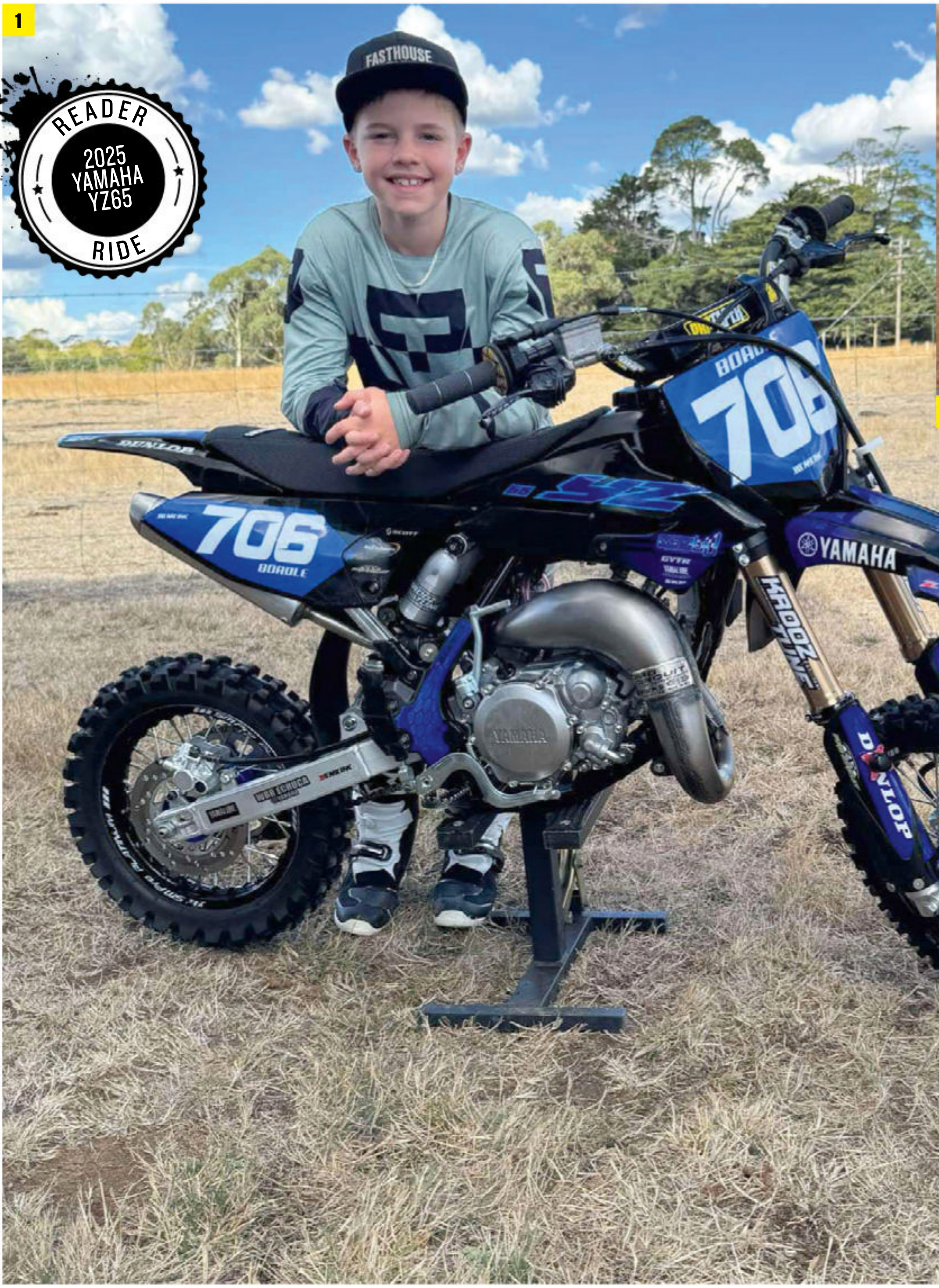
Winner Motorcycles Racing program owner Karen Adams is delighted to be partnering with Triumph.

"To sign this deal to be an official racing partner for an esteemed brand such as Triumph is a remarkable milestone," said Adams. "This will be a learning year, but I'm confident that between our infrastructure, the Triumph platform and our riders, [this] will enable us to be competitive as the season progresses."

With the backing of Triumph Motorcycles Australia and Peter Stevens Motorcycles, the Winner Triumph Racing Australia Team has made a strong impact already in the 2025 ProMX Championship.

> *"To sign this deal to be an official racing partner for an esteemed brand such as Triumph is a remarkable milestone," said Adams*

1


READER
2025 YAMAHA YZ65
RIDE

1

2025 UPGRADE

KAI UPGRADES TO A NEW YZ65 FOR THE 2025 SEASON

2

3

WHY DID YOU BUY IT?

I was midway through my first year of motocross racing and was quickly outgrowing my KTM 50 SX, so we were on the hunt for a 65cc bike.

Being a mechanic, Dad wanted me to have something reliable, so we contacted WBR and after talking to them and seeing how great their service was, Mum and Dad bought me a 2023 Yamaha YZ65.

Then at the end of last year, we purchased this bike for the 2025 race season.

WHAT HAVE YOU DONE TO IT?

The suspension on this bike has been upgraded using springs and a Krooztune kit and is set up just for me and my weight. This makes the ride smoother and easier to adjust.

We changed the stock exhaust to a complete Pro Circuit exhaust to give me more power in the mid- to top-end, and it looks sick!

We've also updated to V-Force reeds to give me better throttle response.

WBR has jetted and tuned the bike to make sure it runs at its absolute best.

Since picking up the bike we've added Pro Taper handlebars and grips, black SM Pro wheels, a holeshot device, Strike grip seat cover, frame protectors, Unbreakable levers, full black plastics and a sticker kit from MX Ink.

HOW DOES IT GO?

The bike absolutely rips! It's crisp and sounds unreal. The suspension is so smooth and makes rough tracks a breeze to ride.

THE BASICS

WHAT IS IT?
2025 Yamaha YZ65
WHO?
Kai Boadle
WHERE DID YOU BUY IT?
WBR Motorcycles Echuca
HOW MUCH?
$9,700 (including modifications)

5 UNIQUE THINGS ABOUT KAI AND HIS BIKE

1) I was coached by Dean Wilson when he was in Melbourne for AUSX last year.
2) My first ever race win was on this bike.
3) My favourite track is Warrnambool.
4) I also like downhill mountain biking.
5) I'm the only one in my family to race motocross.

1. Xclusive by Amilia
2. Moto / Sports Pics
3. Filmwop

WOULD YOU RECOMMEND BUYING ONE?

Yes, definitely. It's a great bike to learn on, very affordable, tough and reliable.

Being a Yamaha you won't need many spare parts.

2020-2023 KTM 300 EXC

PURE ECSTASY!

USED
KTM
300
EXC
RIDE

WEIGHT

The KTM 300 EXC comes in at a claimed dry weight of 103.4kg.

ENGINE

The engine is a single cylinder, two stroke, reed valve, fuel injected unit. It uses a wet multi-plate clutch and has a six-speed constant mesh gearbox.

THE 300CC TWO-stroke has become the favoured capacity amongst the hard enduro community. The low-down torque gives the 300 the ability to crawl along at the slowest speeds without stalling, even while climbing up steep embankments or hills. The power paired with the light weight makes the 300 very hard to beat on snotty trails and it's easy to pick the bike up and drag it around. Being a 300, the two-stroke still has plenty of legs down any fast trails or road sections.

The only real downside to the two stroke for hard enduro is the expansion chamber that sticks out from the front of the cylinder and wraps around the right-hand side of the engine. The exhaust is quite soft and delicate when it is hot and sticking out means it is often prone to damage. It's not uncommon to see the expansion chamber on a hard enduro bike looking like it's been thrown from a car at 100km/h and then run over by a truck. We recommend protecting the expansion chamber with some form of pipe guard before you head into the trails on your two-stroke because it is only a matter of time before the pipe takes a hit.

When looking at secondhand 300cc two-strokes, check around the exhaust port on the cylinder – if the pipe has taken a hard enough hit, this can cause the

SUSPENSION

On the front is a WP upside down fork with adjustable compression and rebound damping. At the rear is a WP PDS shock with adjustable compression and rebound damping and adjustable spring preload.

BRAKES

The 300 comes with Brembo hydraulic disc brakes both front and rear with a twin piston floating caliper on the front and a single piston floating caliper on the rear.

FRAME

The 300 EXC has a chrome molybdenum steel central tube frame with a removable aluminium subframe.

exhaust port to crack. Also check to make sure the bike fires up off the electric start and runs and idles. An engine with worn rings, reeds or crank seals will often be hard to start when cold and starter motors, batteries etc. can be costly to replace. Make sure the bike selects all gears and the clutch doesn't slip. Broken gears in the 300 are unlikely but possible and the 300's clutch plates are not the cheapest to replace.

Other things that can go wrong with the 300 two-stroke include the crank pressure sensor or throttle position sensor, which can make the bike hard to start and even bog when the throttle is revved, or prevent the engine from revving out correctly.

The most common issue is with the fuel pump, or fuel pressure relief valve in the fuel tank, which prevents intended fuel pressure from being reached which in turn means the engine will start but it will bog and not rev out. In extreme cases the engine will not start at all.

Tech Ed Mat Boyd

NEW

2020	$16,670
2021	$17,400
2022	$17,879
2023	$17,879

SECONDHAND

2020	$8500 - $10,500
2021	$9500 - $11,300
2022	$11,500 - $13,950
2023	$12,350 - $14,650

Prices according to redbook.com.au

MARKET EQUIVALENT

2020-2023
Husqvarna TE 300
$6850 - $11,300

2020-2023
Sherco 300 SE-R
$6900 - $10,000

2020-2023
Beta RR 300
$6550 - $10,300

2020-2023
GASGAS EC 300
$5850 - $9750

BIKES FROM THE DAYS WHEN DINOSAURS ROAMED THE PITS.

SAVAGE BY NAME, NOT BY NATURE

HERITAGE
SUZUKI
TS250J
SAVAGE
RIDE

FOR 1973 THE Suzuki Savage 250cc two-stroke received some refinements such as losing weight by replacing metal parts with plastic ones, spreading out its power and improving the SLS front brake's power and progression. Weight was 123.3kg with the 9.0L fuel tank half full, lubrication was by CCI from a 1.0L oil tank, economy was 3.75L/100km, and top speed was 123km/h "given a long road and the right conditions". The five-speed gearbox was said to be in need of an extra gear as first was deemed to be too high for long, slow climbs. Gear shifting and clutch action was rated smooth and never failed to impress.

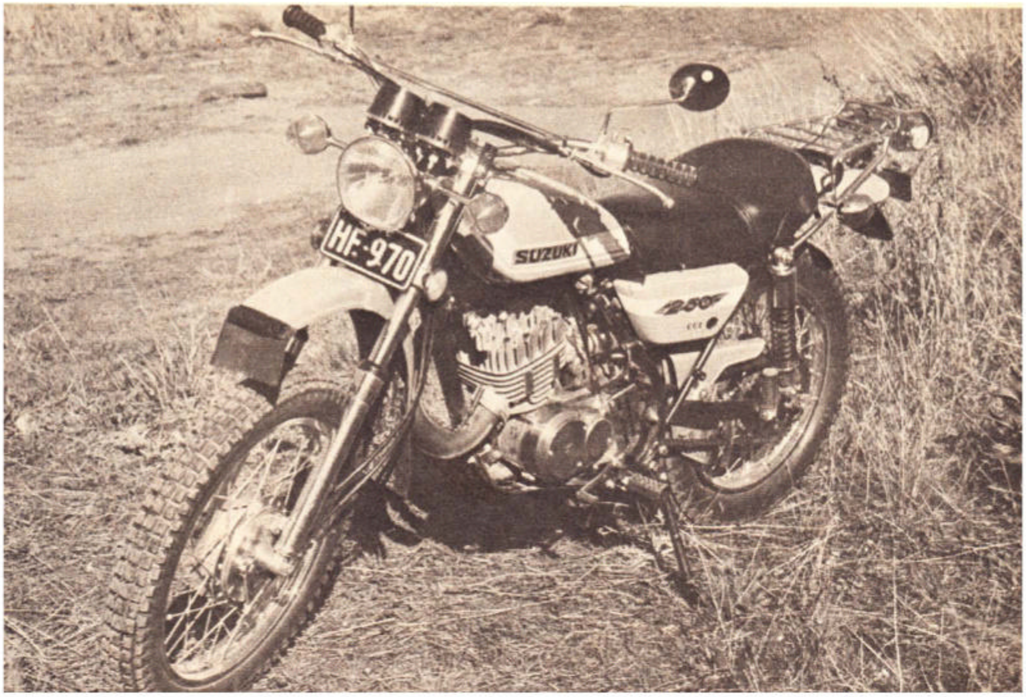
The Savage did not need a fistful of revs to pull away with power coming in early but it was suggested a change to a smaller countershaft sprocket would be useful for trail riding. Apparently some riders did this when they got to the scrub, then changed back again for the road ride home. To do that it was necessary to remove both the engine side cover and left side footpeg, but a bit of grinding to the 'peg would allow the engine cover to be wiggled past it.

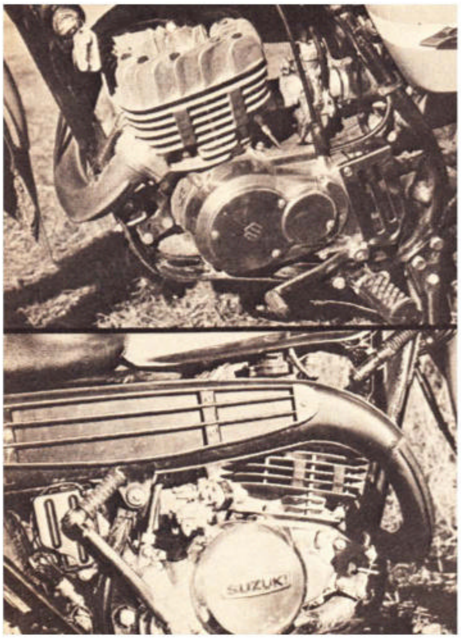
Although the Savage impressed overall as a mount for both trail riding and commuting there were a few points of criticism such as the vulnerable rear taillight and blinkers, the gearbox breather sucking in water due to its position just above the countershaft sprocket, and the front brake being badly affected by water crossings. Overall handling was said to be more than adequate, the engine was smooth right through the rev range, the headlight did the job when night riding at speed, and a pillion could be carried on the well-padded seat. The 'bar, seat, 'peg relationship was good either sitting or standing, noise was low and starting rarely needed more than a single kick.

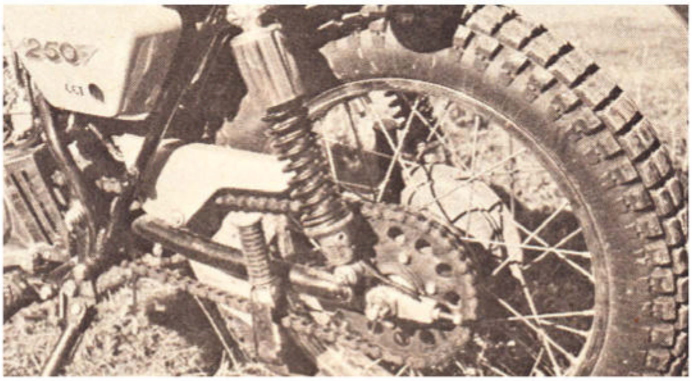
Of the four Japanese offerings in this market segment at the time, the Suzuki Savage was the oldest design but the finish was rated as high quality with its plastic mudguards, painted steel petrol and oil tanks, and the brake drums, engine and fork legs either highly polished alloy or chrome. The Savage claimed 23bhp at 6500rpm, suspension travel was 127mm front and 89mm rear, with 254mm of ground clearance. Brake drums were 150mm, wheelbase was 1422mm, seat height 812mm and wheels were 19-inch front and 18-inch rear.

Heritage Editor Warren Jack

The five-speed gearbox was said to be in need of an extra gear


HF-970
SUZUKI
250





THE BASICS

WHAT
SUZUKI TS250J SAVAGE
WHEN
Trail & Track Issue No. 1, 1973
PURPOSE
Trailbike
HOW MUCH
$789

TALKING POINT

WHAT HAPPENED BACK THEN...

- Clubby rode his first ever motocross at the opening round of the Thumper Nats at Wodonga and was lapped by Mitch Heffernan and Stefan Appelgren but got to do two test laps on Jeff Leisk's KTM 620SX when the meeting finished.

- Nick Copland of Frankston wrote to ask why we never tested any BMWs like the R100GS PD, the R1100GS or F650. We replied that tests on those types of bikes don't sell magazines. How times change, ay?

- Todd Brennan's Dirt Track column debuted in these pages.

- Sydney rider Trever Lucas broke his foot the week before the Vintage Nats at Tanunda but drove to South Australia anyway, wandered the pits on crutches, and still rode in the 125, 250 and 500 classes.

- Andrew MacFarlane won both the 125 and 250 Australian Supercross Championship.

- West Aussie enduro rider Dan Perkins received an Alfer 250 from Bert Flood Imports, the only one in Australia at the time.

FlashBack

JUNE 1995, ISSUE NO. 189, 100 PAGES, $4.50

WHAT HAPPENED IN 1995 Paul Keating was the Australian Prime Minister, Alexander Downer and then John Howard led the Opposition. A four-day blockade of Parliament House by 300 trucks and 2500 timber workers and supporters ended as Paul Keating partially backed down on his 27 January decision to freeze logging in 509 old-growth coupes. The campaign to save Tasmania's Tarkine wilderness achieved success. Qantas was privatised. *Today Tonight* debuted on the Seven Network. The Aussie movies *Babe* and *Hotel Sorrento* were released, as were Braveheart and *Batman Forever. Hey Hey It's Saturday* returned for the New Year, and aired for the first time without Ernie Carroll's Ossie Ostrich who retired at the end of 1994. The Super League war began.

WIN A $749 QUIKSHADE! DETAILS PAGE 69
ANOTHE HUUUGE 100 PAGE ISSU
australasian
DIRT BIKE
Print Post approved – PP255003/01286
JUNE 1995, ISSUE 189
$4.50 ($5.95 NZ incl. GST)*
KING KONG: KTM 620GS
HELL'S BELL! THUMPER NATS '95
LIESK DRAWS FIRST BLOOD, BUT HERE COMES BELLY...
GREEN MEANIE
KAWASAK KLX250
'95 VINTAGE NATS
A fine VINTAGE
XTREME HONDA TEAM
GIA HEL BUY
TM25
NOLAN
SHANE WA
15
YOKOHAMA

ON THE COVER: A smorgasbord of dirtbike action, with Tom Foster on the KTM 620 GS, John Reeks on the KLX250R, the Xtreme Honda Team, Glenn Bell smashing a berm at the Thumper Nats, and Andy Caldecott at the Vintage Nats.

Top Tests

CUBES STILL RULE DEPT.
YAMAHA TT300R
The Cup Runneth Over!

TM 250E

John Hall, the father of the A4DE, secured the Australian distribution rights to TM in 1993 and was building up the brand's presence in Australia. Tony Vickers wrapped up back-to-back Australian 125 Enduro Titles on the marque and Peter Carney was making his mark in the 250 class. TM is an Italian brand which was mostly unheard of in Australia back in the 1990s. Hall was bringing in both the motocross and enduro models, on advance order only, and models could be had in 80cc, 125cc, 250cc or 260cc. Prospective buyers had a choice of Marzocchi Magnum or White Power USD forks, an Öhlins or White Power shock, wheel sizes, fuel tanks, chains and tyres. The enduro model tested had a Marzocchi right-way-up fork and Öhlins shock.

YAMAHA TT300R

High performance small-bore four-strokes were still off in the future in 1995 so if you wanted a 250 thumper you rode a trailbike like the Yamaha TT-R or Honda XR. They handled well, especially in tight singletrack, but didn't set the world on fire with their power delivery so riders tended to flog the daylights out of them. Webby's Motorcycles in Caloundra had the answer with this big bore kit which came from Japan, but not from Yamaha. You may not think 50cc is much of an increase but the dyno told a different story. A stock TT250R made 16hp at the rear wheel and the 300cc kit increased the power by four horses at 3000rpm.

Top Reads

'95 Vintage Nats, Tanunda, SA.
A fine VINTAGE

'95 ADB THUMPER NATS
Round 1
The Hills Are Alive To The Sound of THUMPERS

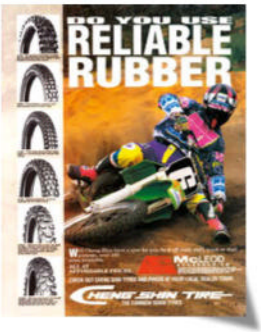
A FINE VINTAGE
1995 VINTAGE NATS

The Barossa Valley town of Tanunda played host to the Vintage Nats in 1995 attracting riders from all over Australia and even a few from overseas like Rick Doughty, owner of Vintage Iron in the USA. He rode GE's CZ250 and Yamaha YZ360 and despite his best efforts to keep it going a failed crank seal on the YZ finally put him out of the running in his class. There were 20 classes run in all, with many riders being eligible for multiple classes over the two days on the 1.5km natural terrain track laid out in a cow paddock. It was as much a social gathering as a race meeting with John Boag being the most successful on the weekend with four class wins.

THE HILLS ARE ALIVE
1995 ADB THUMPER NATS

Almost 200 entries crowded into the Wodonga pits for the 1995 *ADB* Thumper Nats with the Pro class stacked with champions. Eventual honours in that class were taken by Jeff Leisk, from Glenn Bell and Lyndon Heffernan, with nine other classes all producing victors and vanquished by days end. About 20 riders made up the Pro class with the rest of the field being Clubman and C-graders all out for a good day's racing made up of one practice session and three 10-minute motos for each class. The Pro class got 15-minute motos and that's the spectacle that the 1500-strong crowd turned up to see.

Ads back then



RELIABLE RUBBER
Cheng Shin tyres may not be known to younger readers but Maxxis will be and they are made by the same Taiwanese company.

THE SINISALO GIRL
SINISALO

LONG LASTING CAMPAIGN
The Sinisalo girl was a long-lasting ad campaign that ran for several years. When finished it was brought back due to popular demand. Obviously Sinisalo made good gear.

Go where no privateer has gone before!
AFAM
WorksLite Type II
Sprockets
Works' Sprockets for Everyone

WORKS SPROCKETS FOR EVERYONE
This long list of World and Australian Champions that used AFAM lightweight and self-cleaning sprockets was meant to entice us to use the same gear.

TOUGH LUCK AT DAKAR

DAKAR PRESENTED ME WITH A LOT OF PROBLEMS, FINISHING IS QUITE A MEMORY

FIVE MINUTES WITH JACOB SMITH

How does your story start? What was your first bike?
I was three-and-a-half and I started on a 1991 Yamaha PW50, the pinkish coloured one. I actually still have it and have passed it on to my son. I followed my older brother Todd into racing starting with flat track and motocross events and by the time I was seven or eight, I progressed onto a Kawasaki KX60 followed by a KX80, Honda CR80 and a KTM 125. In 2004 I got a ride on the Honda junior team at 15-years old and moved on to four-strokes.

I was riding motocross and supercross until I was 17 and then moved into enduros. I had a deal with Sam Laws Yamaha at that time and won the Condo 750, then ran second to Grabbo in the Safari the same year. From 2009 until 2014 I rode Hondas for Glen Hoffman Racing in desert events, then ran my own team for the next three years – 2015-2017 – before another year with the Penrite Honda team in 2018 and then switched to Husqvarna in 2019 where I stayed until 2023. I have not officially retired but I'm only riding picked events such as Baja and the Sunraysia Rally in a car.

Can you tell us what titles you've collected over your career?
I held the 2003 Junior National Motocross Title at 14-years old, I won the Australian Safari in 2009 and 2012, I won the Sunraysia Safari three times, I ran second at the Finke Desert Race three times in 2013 (my brother Todd won), 2019 and 2022, I won the Condo 750 six times and Yellow Mountain four times, I've ridden Baja twice with a fourth place in 2012 and fifth in 2024, and in 2011 I finished Dakar in 32nd place after a heap of issues.

Which of those stands out in your memory?
The National Junior Title stands out for me, as a national win was a dream for me as a kid and the competition was pretty fierce in those days with riders like Toby Price and Kirk Gibbs on the start line. Winning the Safari the first time was a big thing for me as was finishing Dakar. Dakar presented me with a lot of problems so getting to the end is quite a memory.

So would Dakar be your toughest ever race?
Absolutely! It's the ultimate test – early mornings, big days on the bike and shit food provided by the organisers along with the other issues I had. I also had food poisoning for 24 hours, my nav tower snapped, my rear sub tank cracked causing me to run out of fuel, and on the last day a tyre lever that was carried in the bash plate came out and holed the radiator. I had been running as high as 15th but eventually finished 32nd and was quite relieved to do so. I had the chance to do Dakar again but it came down to a toss-up between Todd and I, and he won.

You've had a variety of bikes in your career. Do any stand out?
My favourite would be the KTM 125, but I also have good memories of my 2005 YZ250F, that was a pretty awesome bike in the day. My 2012 Safari bike was memorable too, that was a Honda CRF450X, and the Husqvarna 500 I rode at Finke was quite impressive.

What are you riding now?
I have a 501 Husky in the shed and a restoration project on the go. I actually tracked down the 2004 KTM 125 that I won the Junior National Championship on. I only rode it three times before signing on with Honda straight after the win, so the KTM went back to the shop. I remembered the name of the bloke who bought it, found his number, called him and he still had the bike on his farm, although it was in pieces. It was all there though, even with one of my riding numbers still on it, so I bought it and plan to ride it again when I finish restoring it.

Warren Jack

NEED MORE TWO-WHEEL DISTRACTIONS? SO DO WE!

WE RIDE THE TRIUMPH TF 450-RC IN OZ AND IT RIPS!
australasian DIRT BIKE
THRASHED! KTM 300 EXC CHAMPION EDITION!
The Champ is here!
Plus
THE BETTER BETA? BETA RR 300 RACE V RR 350 RACE
HONDA CRF250RWE TESTED AND IT'S FULLY FACTORY!
TURN YOUR 85 INTO A 112! HERE'S OUR GASGAS MC112 BUILD
COLE DAVIES EXCLUSIVE! HOW HE MADE IT IN THE USA

~ LATEST REVIEWS ~ VIDEOS ~
UNSEEN GOLD FROM THE ARCHIVES
~ BEHIND THE SCENES ~

FOLLOW OUR SOCIAL CHANNELS

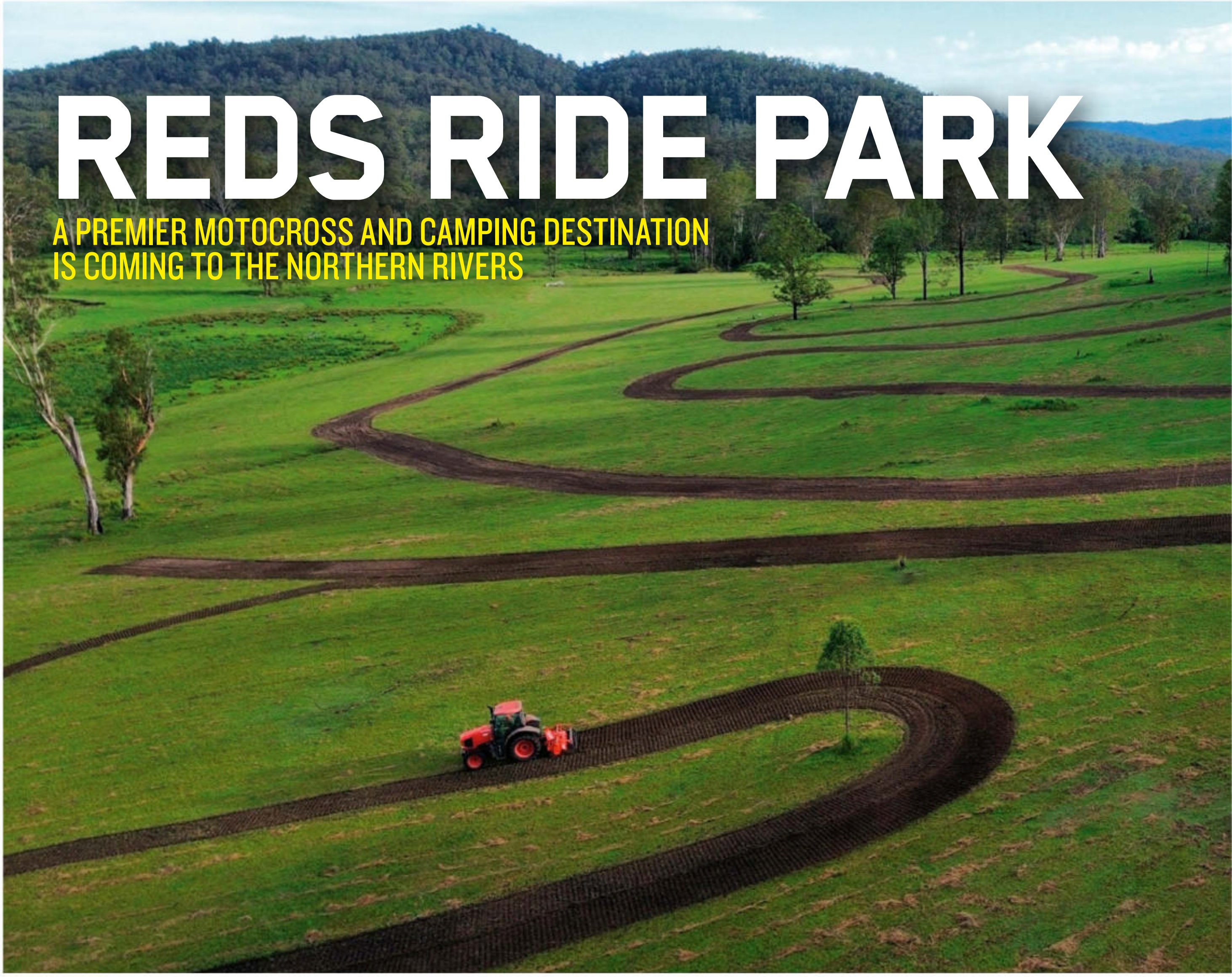
australasian DIRT BIKE
EXCLUSIVE INTERVIEWS | MOTOCROSS OF NATIONS
NEWS
STARK VARG EX ENDURO BIKE REVEALED!
8903 529 108

WWW.FACEBOOK.COM/ADBMAG
WWW.INSTAGRAM.COM/ADBMAGAZINE
WWW.ADBMAG.COM.AU

australasian DIRT BIKE

REDS RIDE PARK

A PREMIER MOTOCROSS AND CAMPING DESTINATION IS COMING TO THE NORTHERN RIVERS



SET ON A scenic 100ha in Upper Fine Flower, NSW, Reds Ride Park is the ultimate haven for motocross riders, weekend warriors and families looking for the perfect blend of adrenaline and tranquility. Whether riders are twisting the throttle for the first time or lining up gate drops as seasoned pros, this brand-new park delivers a truly unique riding and camping experience in the heart of the Northern Rivers of NSW.

Reds Ride Park will offer six tracks catering to all skill levels, from beginner-friendly loops to more advanced motocross tracks (with plenty of fun jumps on the plan!). The track designs will be finalised once the ecology report is complete, with excavation expected to begin once council approval is granted. Once open, riders can expect a safe, challenging and fun ride environment unlike anything else in the region.

At Reds Ride Park, the day won't end when the engines cool down. Riders and families can camp overnight, enjoy a shared camp kitchen and cook up a feed while swapping stories around the barbecue. The facilities are built with comfort and practicality in mind, including hot showers, clean toilets and spacious camp areas to pitch a tent or roll up in a van.

Jesse and Rani, the passionate duo behind Reds Ride Park, are building more than just a motocross park – they're creating a community hub. Their mission? To deliver a safe, welcoming and exciting space where riders of all levels can push their limits, relax in nature and enjoy time with family and mates. From the meticulously maintained tracks to the cosy camping experience, every detail is designed with riders and families in mind.

Reds Ride Park is gearing up for launch in Q3-Q4 of 2025, with infrastructure development underway and motocross track excavation pending final council sign-off. The ecological survey is nearing completion, with track building to begin soon after.

For updates, opening announcements and behind-the-scenes progress, follow Reds Ride Park on its social media channels. The countdown to the Northern Rivers' most exciting ride park has begun!

ACTION
REDS RIDE PARK
STATION

KEY FACTS

1. Refuel and recharge – grab hot meals and drinks from the onsite canteen.
2. Stay fresh – hot showers and clean bathrooms keep everyone comfortable.
3. Ride and stay – make it a full weekend with onsite camping.
4. Cook and connect – use the shared camp kitchen to whip up easy meals.
5. Fun for all – a welcoming, family-friendly environment for all ages

LOCATION

Upper Fine Flower,
Northern Rivers, NSW
- 40 mins from Grafton
- 1 hr 45 mins from Coffs Harbour
- 2 hrs 10 mins from Ballina
- 3 hrs from Tweed

COST

- TBC

CONTACT

P: N/A
E: redsridepark@gmail.com
W: redsridepark.com.au

FACILITIES

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On Any Sunday

SEND IN YOUR RIDING PICS
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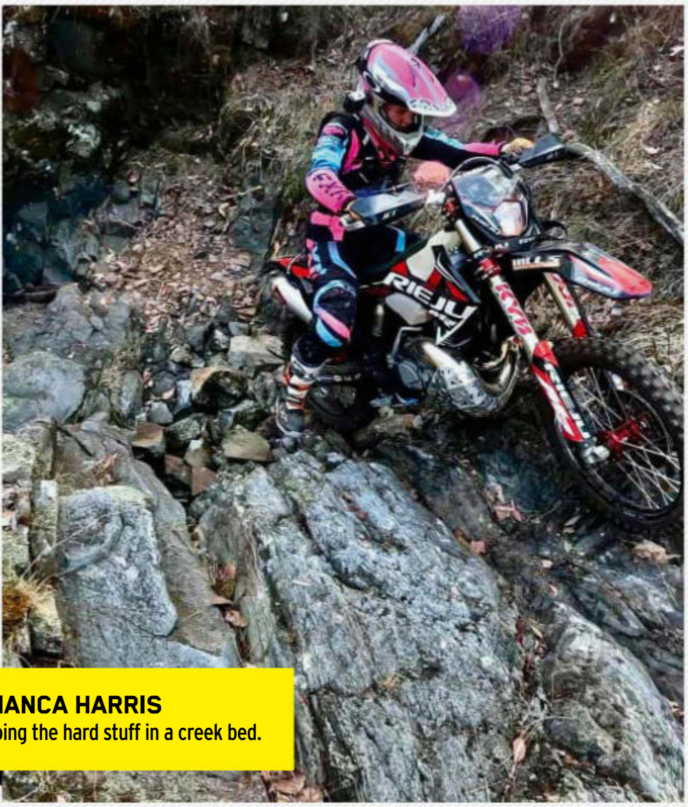
ANDREW MCNAY
As the irresponsible grandparent, it's my responsibility to indoctrinate my four-year-old grandson Sonny into dirtbikes.

KEVIN HARRIS
Sends it on the Beta

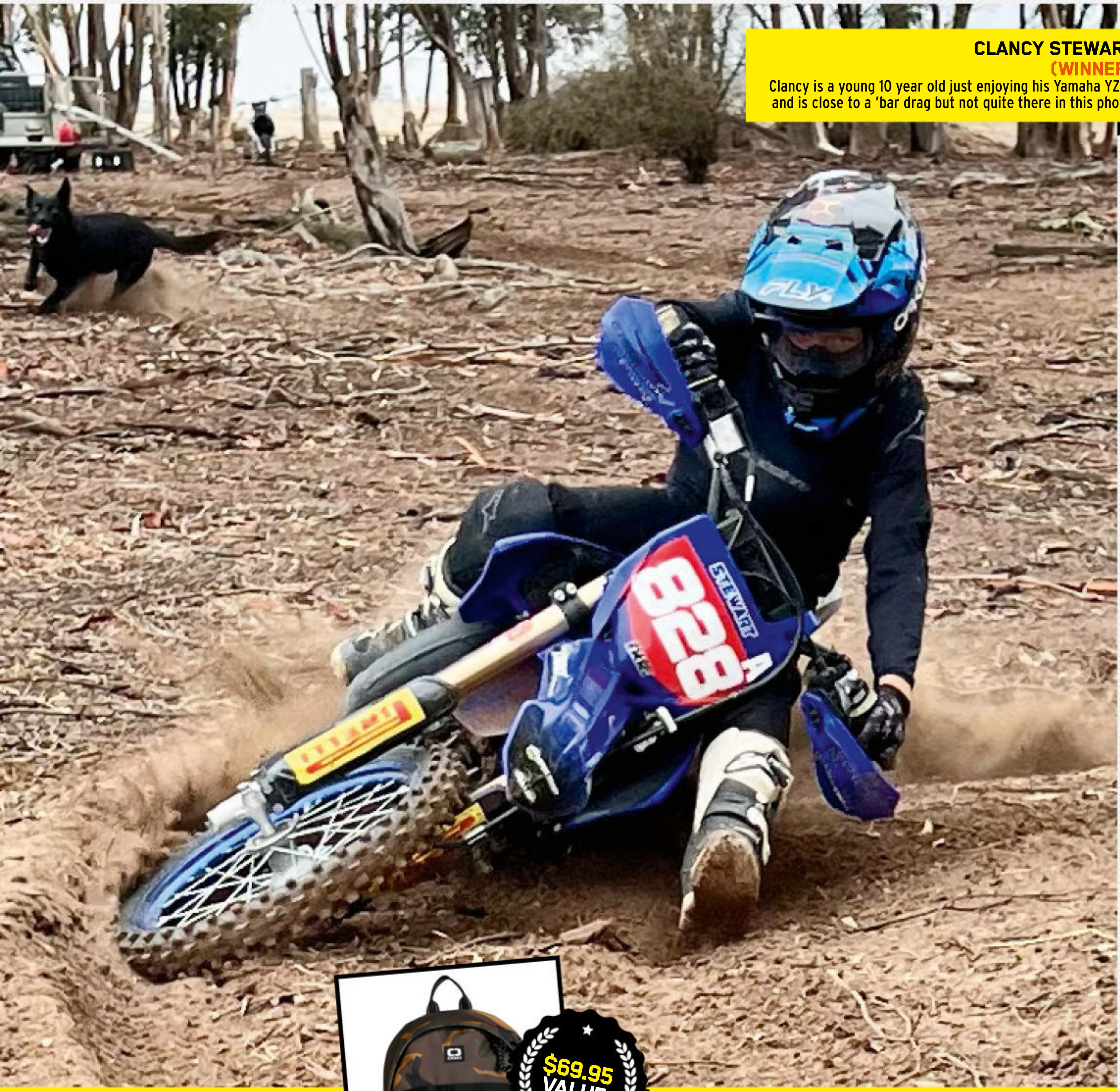


BIANCA HARRIS
Doing the hard stuff in a creek bed.

CHRIS JACKSON
Nine years ago today at Eildon, Vic.
Keep up the good work.

WARREN BRUMBY
A couple of classics on the West Coast of Tasmania.

KIM KNOBLE
On the pivot... on the Beta!



CLANCY STEWART
(WINNER)
Clancy is a young 10 year old just enjoying his Yamaha YZ85 and is close to a 'bar drag but not quite there in this photo.

CONGRATS, CLANCY

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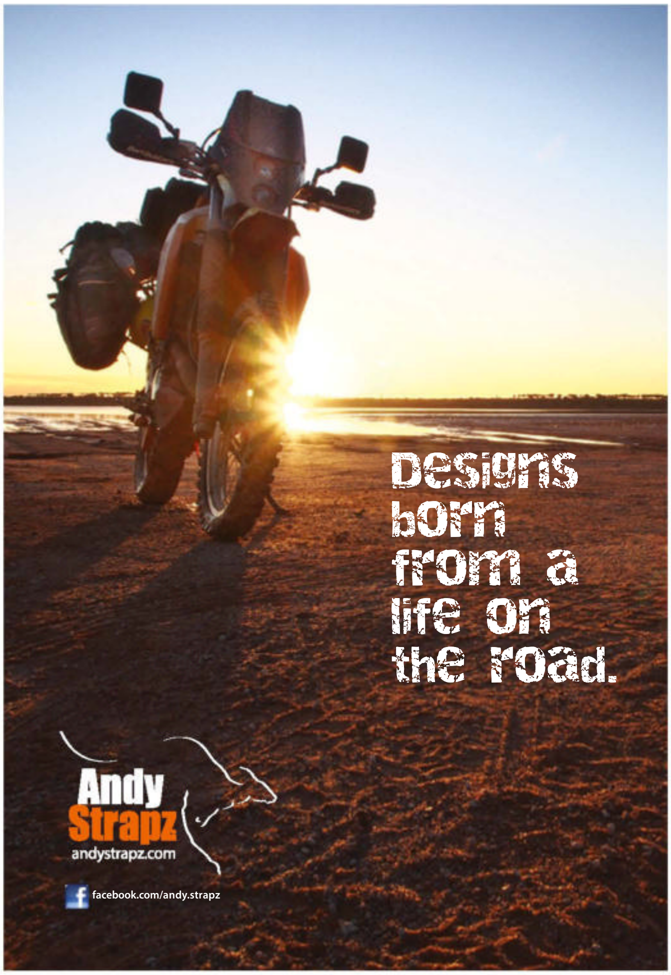

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ENGINE T TWO-STROKE F FOUR-STROKE E ELECTRIC

APRILIA
aprilia.com.au 0414 410 627

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
Tuareg 660	A	F	820	15	I	$23,540

BENELLI
benelli.com.au (03) 9387 8827

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
TRK251	A	F	800	18	B	$6,690*
TRK502	A	F	800	20	I	$9,990*
TRK502X	A	F	850	20	I	$10,690*

BETA
betamotor.com.au (07) 3518 4000

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
RR125 Enduro	E	T	930	9.5	P	$13,795*
RR200 Enduro	E	T	930	9.5	P	$15,095*
RR250 Enduro	E	T	930	9.5	P	$15,295*
RR300 Enduro	E	T	930	9.5	P	$16,625*
RR350 Enduro	E	F	940	9.1	I	$15,895*
RR390 Enduro	E	F	940	9.1	I	$16,395*
RR430 Enduro	E	F	940	9.1	P	$16,395*
RR480 Enduro	E	F	940	9.1	P	$16,895*
RR125 Racing	E	T	930	9.5	I	$14,995*
RR200 Racing	E	T	930	9.5	I	$16,795*
RR250 Racing	E	T	930	9.5	P	$17,195*
RR300 Racing	E	T	930	9.5	P	$18,395*
RR350 Racing	E	F	940	9.1	P	$17,795*
RR390 Racing	E	F	940	9.1	P	$18,295*
RR430 Racing	E	F	940	9.1	P	$18,295*
RR480 Racing	E	F	940	9.1	P	$18,795*
XTrainer 250	T	T	910	8.5	I	$13,495*
XTrainer 300	T	T	910	8.5	I	$13,995*
RX300	M	T	940	9.5	E	$14,245*
RX450	M	F	945	9.5	E	$14,945*

BMW
bmwmotorrad.com.au 1800 813 299

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
F800GS	A	F	815	15	I	$16,685*
F900GS	A	F	860	15	I	$21,655*
F900GS Adventure	A	F	860	15	I	$22,965*
R 1250 GS	A	F	850	20	E	$27,640*
R1250GS Rallye	A	F	850	20	E	$31,410
R1250GS Rallye X	A	F	890	20	E	$31,750
R 1250 GS Adventure	A	F	890	30	E	$29,850*
R1250GS Adv. Rallye	A	F	890	30	E	$33,430
R1250GS Adv. Rallye X	A	F	880	30	E	$33,320
R1250GS Adv. 40 Year GS	A	F	890	30	E	$34,965
R 1300 GS	A	F	850	20	E	$28,280*

CFMOTO
cfmoto.com.au (03) 9918 8000

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
450MT	A	F	820	N/A	I	$9490*
800MT Touring	A	F	825	19	I	$14,990*
800MT Touring LE	A	F	825	19	I	$16,490*
800MT Explore	A	F	825	19	I	$16,990*

CROSSFIRE
crossfiremotorcycles.com (02) 9822 8899

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
CF50	P	F	560	3	B	$1,399
CF70	P	F	549	2.6	B	$1,376
CF110	P	F	770	3.0	B	$1,699
CF125	P	F	770	3.0	B	$1,836
CF140	P	F	830	5.2	B	$2,141
CF250	P	F	860	6.3	B	$2,753
CFR300	P	F	930	6.5	B	$3,995

DUCATI
ducati.com.au (02) 9741 3000

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
Scrambler Desert Sled	S	F	860	13.5	I	$19,500*
DesertX	A	F	875	21	E	$26,400*
DesertX Rally	A	F	910	21	E	$36,800*
Multistrada V4 Rally	A	F	840	22	E	$41,600*

GASGAS
gasgas.com 1800 644 771

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
MC-E2	M	E	470	N/A	B	$4,095
MC-E3	M	E	555	N/A	B	$7,080
MC-E5	M	E	665	N/A	I	$10,155
MC 50	M	F	684	2.3	I	$6,215
MC 65	M	F	750	3.5	I	$7,815
MC 85SW	M	F	850	5.2	I	$9,215
MC 85BW	M	F	890	5.2	I	$9,335
MC 125	M	F	950	7.0	E	$12,225
MC 150	M	F	950	7.0	E	$12,695
EC 250	E	T	956	8.5	E	$15,055
EC 250F	E	F	956	8.5	E	$15,055
EX 250F	XC	F	956	8.5	E	$15,055
MC 250	M	T	956	7.0	E	$13,335
MC 250F	M	F	956	7.0	E	$13,395
EC 300	E	T	956	8.5	E	$16,565
EX 300	XC	T	956	8.5	E	$14,645
EC 350F	E	F	956	8.5	E	$16,125
EX 350F	XC	F	956	8.5	E	$15,195
MC 350F	M	F	956	7.0	E	$14,145
MC 450F	M	F	956	7.0	E	$14,465
EC 450F	E	F	956	9.0	E	$16,455
EC 500F	E	F	956	9.0	E	$17,155

HARLEY-DAVIDSON
harley-davidson.com (02) 9886 0600

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
Pan America Special	A	F	869	21.2	I	$28,995

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	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
CRF50F	P	F	548	2.6	B	$2,598
CRF110F	M	F	667	4.0	B	$3,998
CRF125F	P	F	735	4.3	B	$5,098
CRF125FB	P	F	785	4.3	B	$5,498
XR150L	P	F	825	12	E	$4,898
AG-XR190	T	F	823	12	B	$5,798
CRF150R	M	F	866	4.3	I	$8,598
CRF250F	T	F	884	6.0	I	$7,998
CRF250R	M	F	951	6.3	I	$13,598
CRF250RX	M	F	964	8.0	I	$13,598
CRF300L	T	F	875	7.7	I	$9,277
CRF300 Rally	A	F	895	12.8	I	$10,513
CRF450R	M	F	960	6.3	P	$14,498
CRF450RWE	M	F	960	6.3	P	$17,598
CRF450RX	M	F	960	8.5	P	$14,698
CRF1100A Africa Twin	A	F	870	18.8	E	$24,783
CRF1100 Adventure Sports	A	F	900	24.2	E	$28,079

HUSQVARNA

husqvarna-motorcycles.com.au 1800 644 771

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
EE2	M	E	470	N/A	B	$4,095
EE3	M	E	600	N/A	B	$7,080
EE5	M	E	665	N/A	I	$10,155
TC 50	M	T	684	2.3	I	$6,295
TC 65	M	T	750	3.5	E	$7,895
TC 85SW	M	T	850	5.2	E	$9,385
TC 85BW	M	T	890	5.2	E	$9,495
TC 125	M	T	939	8.0	E	$13,215
TE 150	E	T	952	8.5	E	$13,215
FC 250	M	F	950	7.0	P	$14,425
FE 250	E	F	950	8.5	I	$16,495
TC 250	M	T	939	8.0	E	$14,375
TE 250	E	T	939	8.5	E	$16,495
TE 300	E	T	939	8.5	P	$18,165
TX 300	E	T	939	8.5	P	$16,255
FC 350	M	F	939	7.0	P	$15,255
FE 350	E	F	939	8.5	P	$17,675
FX 350	E	F	939	8.5	P	$16,375
FC 450	M	F	939	7.0	P	$15,595
FE 450	E	F	939	8.5	P	$18,055
FE 501	E	F	939	8.5	P	$18,755
701 Enduro	E	F	920	13.0	I	$20,795*
Norden 901	A	F	854	19.0	I	$26,270*
Norden 901 Expedition	A	F	854	19.0	I	$28,495*

KAWASAKI

kawasaki.com.au (02) 9684 2585

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
KX65	M	T	760	3.8	I	$5,662*
KX85	M	T	840	5.5	I	$7,362*
KX85L	M	T	870	5.5	I	$7,562*
KLX110R	P	F	680	3.8	B	$3,828
KLX110RL	P	F	730	3.8	B	$4,128
KLX140R	P	F	780	5.8	B	$5,028
KLX140RL	P	F	800	5.8	B	$5,428
KLX150BF SE	T	F	870	6.9	B	$4,763
KLX230 S	T	F	885	7.5	B	$6,663
KLX230R S	T	F	925	6.6	B	$6,463
Stockman	P	F	830	9.0	B	$6,663
KLX250	T	F	890	7.7	B	$7,363
KX250	M	F	950	6.2	P	$12,163
KX250X	E	F	945	6.2	P	$12,163
KLX300R	T	F	925	7.9	I	$7,763
KLX450R	T	F	935	8.0	I	$12,063
KX450	M	F	950	6.2	P	$12,863
KX450X	E	F	950	6.2	P	$12,863
KLR650 S	A	F	870	23.0	I	$9,463
KLR650 Adventure	A	F	870	23.0	I	$10,463

KTM

ktm.com.au 1800 644 771

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
SX-E 2	M	E	470	N/A	B	$4,095
SX-E 3	M	E	600	N/A	B	$7,255
SX-E 5	M	E	665	N/A	I	$10,395
50 SX Factory Edition	M	T	558	2.3	I	$7,115
50 SX	M	T	684	2.3	I	$6,295
65 SX	M	T	750	3.5	I	$7,895
85 SX SW	M	T	850	5.2	I	$9,385
85 SX BW	M	T	890	5.2	I	$9,495
125 SX	M	T	850	8.0	I	$12,995
150 EXC	M	T	960	9.0	I	$14,155
250 EXC	E	T	960	9.0	P	$16,025
250 EXC Six Days	E	T	960	9.0	P	$17,975
250 EXC-F	E	F	960	9.0	I	$16,025
250 SX	M	T	950	7.5	P	$14,155
250 SX-F	M	F	950	7.0	P	$14,195
250 XC	T	T	950	8.5	I	$14,865
250 XC-F	T	F	950	8.5	I	$15,565
300 EXC	E	T	960	9.0	P	$17,625
300 EXC Six Days	E	T	960	9.0	P	$19,475
300 EXC Hard Enduro	E	T	960	9.0	P	$20,745
300 XC	T	T	950	8.5	P	$15,995
350 EXC-F	E	F	960	9.0	P	$17,165

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ENGINE T TWO-STROKE F FOUR-STROKE E ELECTRIC

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350 EXC-F Six Days	E	F	960	9.0	I	$19,245
350 SX-F	E	F	950	7.0	I	$14,995
350 XC-F	E	F	950	7.0	P	$16,095
450 EXC-F	E	F	960	9.0	P	$17,525
450 EXC-F Six Days	E	F	960	9.0	P	$19,695
450 SX-F	M	F	950	7.0	P	$15,355
450 XC-F	E	F	950	8.5	P	$16,475
500 EXC-F	E	F	960	9.0	P	$18,195
500 EXC-F Six Days	E	F	960	9.0	P	$20,185
690 Enduro R	A	F	910	13.5	I	$20,695*
390 Adventure Spoked	A	F	855	14.5	I	$11,245*
890 Adventure	A	F	850	20	I	$24,995*
890 Adventure R	A	F	880	20	E	$27,295*
890 Adventure R Rally	A	F	910	20	E	$39,399*
1290 Super Adventure R	A	F	890	23	E	$35,495*
MOTO GUZZI					motoguzzi.com.au	(03) 9381 9765
V85TT	A	F	830	23	E	$22,890*
V85TT Travel	A	F	830	23	E	$24,890*
V85TT Evocative	A	F	830	23	E	$23,390*
OSET					osetbikes.com	0419 634 948
12 Racing	P	E	390	-	B	$2,365
16 Racing	P,T	E	480	-	B,I,E	$3,100
20 Racing Mk II Lipo	P,T	E	550	-	B,I,E	$5,200
24 Racing	P,T	E	670	-	B,I	$6,300
MX10	M	E	515	-	B	$5,100
ROYAL ENFIELD					royalenfield.com.au	1300 869 245
Scram 411	P	F	795	15	B	$8,240
Himalayan 450	A	F	825/45	17	I	$8,990
RIEJU					rieju.com.au	1300 869 245
MR Ranger 200	T	T	925	9.8	I	$12,790
MR Ranger 300	T	T	925	9.8	I	$12,990
MR Racing 250	E	T	960	9.8	I	$13,990
MR Racing 300	E	T	960	9.8	I	$14,290
MR Pro 250	E	T	960	9.8	I	$15,690
MR Pro 300	E	T	960	9.8	I	$15,990
SHERCO					sherco.com.au	(03) 8363 1600
125 SE Factory	E	T	950	10.4	E	$14,399
250 SE Factory	E	T	950	10.4	E	$16,299
300 SE Factory	E	T	950	10.4	P	$16,799

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
250 SEF Factory	E	F	950	9.7	E	$16,799
300 SEF Factory	E	F	950	9.7	P	$17,490
450 SEF Factory	E	F	950	9.7	E	$18,299
500 SEF Factory	E	F	950	9.7	E	$18,499
SUZUKI					suzukimotorcycles.com.au	(03) 9931 0500
JR80	P	T	685	4.1	B	$2,890*
RM85R	M	T	875	5.0	I	$6,490*
DR-Z125	P	F	775	4.8	B	$3,990*
DR-Z125L	P	F	805	4.8	B	$4,590*
DR200SE Trojan	P	F	845	12.5	B	$5,790*
DR-Z400E	T	F	935	10	I	$10,890*
RM-Z250	M	F	955	6.3	I	$13,190*
RM-Z450	M	F	955	6.2	P	$14,190*
V-Strom 650XT	A	F	835	20	I	$13,990*
V-Strom 800DE	A	F	855	20	I	$18,590*
V-Strom 1050XT	A	F	850	20	I	$22,990*
SWM					swmmotorcycles.com.au	(03) 8362 1600
RS300R	E	F	963	7.2	E	$8,590
RS500R	E	F	963	7.2	E	$9,290
THUMPSTAR					thumpstar.com.au	(03) 9344 1564
TSF-300 N1	E	T	940	9.4	E	$7,499*
TM					www.tmracing-aust.com.au/index.asp	0416 040 230
EN300 FI ES	E	T	985	8.5	I	$17,900
EN300 ES	E	T	985	8.5	I	$17,560
EN250 Fi ES	E	T	985	8.5	P	$17,590
EN250 ES	E	T	985	8.5	I	$17,260
EN144 Fi	E	T	990	8.5	I	$16,160
EN125 Fi	E	T	990	8.5	I	$16,160
EN450 Fi	E	F	1000	7.5	P	$18,390
EN300 Fi twin	E	F	970	7.5	P	$18,790
EN250Fi twin	E	F	975	7.5	P	$18,090
MX 85 Junior	M	T	810	6	I	$9,790
MX 85 Full Size 19/21-inch	M	T	990	6	I	$12,390
MX 300 ES	M	T	985	9	P	$14,590
MX 250 ES	M	T	985	9	I	$14,390
MX 144	M	T	990	9	I	$13,490
MX 125	M	T	990	9	I	$13,390
MX 450 FI	M	F	1000	7.5	P	$15,690
MX 300 Fi	M	F	970	7.5	P	$15,790

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	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
MX 250 Fi	M	F	970	7.5	P	$14,890
SMX 85	SM	T	780	6	P	$11,490
SMK 450 Fi ES	SM	F	940	7.5	P	$21,990
TORROT					thumpstar.com.au	(03) 9344 1564
Motocross One	M	E	550	N/A	B	$3,390
Motocross Two	M	E	640	N/A	B	$3,490
Trial One	T	E	490	N/A	B	$3,390
Trial Two	T	E	550	N/A	B	$3,490
TRIUMPH					triumphmotorcycles.com.au	(03) 9381 9765
Tiger 900 Rally Pro	A	F	860/80	20	E	$25,950*
Tiger 1200 Rally Pro	A	F	875/95	20	E	$32,490*
Tiger 1200 Rally Explorer	A	F	875/95	30	E	$34,690
YAMAHA					yamaha-motor.com.au	(02) 9757 0011
PW50	P	T	485	2	B	$2,599*
TT-R50E	P	F	555	3	B	$2,449*
YZ65	M	T	749	6	I	$7,299*
YZ85	M	T	864	5	I	$8,649*
YZ85LW	M	T	904	5	I	$9,049*
TT-R110E	P	F	670	4	B	$3,549*
TT-R125LWE	P	F	775	6	I	$5,599*
AG125	F	F	800	11	I	$4,399*
AG200F	F	F	830	10	I	$6,549*
YZ125	M	T	973	8	I	$11,799*
YZ125X (with lighting kit)	XC	T	973	8	I	$12,499*
TT-R230	P	F	870	8	B	$6,899*
WR250F	E	F	965	7.5	I	$15,899*
WR450F	E	F	965	7.5	I	$17,999*
Ténéré 700	A	F	880	16	I	$20,349*
Super Ténéré	A	F	845	23	E	$26,999*
YZ250	M	T	970	8	P	$13,249*
YZ250X (with lighting kit)	XC	T	970	8	I	$13,749*
YZ250F	M	F	965	7.5	I	$13,949*
YZ250FX (with lighting kit)	XC	F	965	7.5	I	$14,899*
YZ450F	M	F	965	6.2	P	$15,149*
YZ450FX (with lighting kit)	XC	F	965	6.2	P	$15,649*
YCF					www.ycf-riding.com.au	(07) 3518 4000
50A	P	F	550	2.0	B	$1,999*
50E	P	E	550	N/A	B	$2,499*
Lite F88S	P	F	710	3.8	B	$1,799*

	TYPE	ENGINE	SEAT	FUEL	SKILL	PRICE
Lite F110	P	F	750	3.8	B	$1,999*
Lite F110R	M	F	750	3.8	I	$2,599*
Start W88E	P	E	720	N/A	B	$2,999*
Start F88SE	P	F	655	3.8	I	$2,399*
Start F110SE	P	F	765	3.8	B	$2,499*
Start F125SE	P	F	765	3.8	I	$2,599*
Start F125E	P	F	765	3.8	I	$2,599*
Pilot F125	P	F	800	3.8	I	$2,799*
Pilot F150	P	F	800	3.8	I	$2,999*
Factory F150 SP2	M	F	810	3.8	E	$3,699*
Factory F190 SP3	M	F	820	3.8	E	$5,299*
BigY 125SEL MX	M	F	810	5.8	F	$2,999*
BigY 150E MX	M	F	880	5.8	I	$3,499*
BigY FD 190 MX	M	F	890	5.8	E	$5,499*
SM F155 Motard	M	F	820	3.8	E	$3,499*
SM FD190 motard	M	F	820	3.8	E	$5499*
Sunday Motors S147	FT	F	680	6.0	I	$3699*
Sunday Motors S187	FT	F	680	6.0	I	$4999*

* Prices marked with an asterisk are rideaway, 'no more to pay'

2025 KAWASAKI KX450

The KX450 isn't just Kawasaki's latest dirt weapon—it's the 50-year-old grandchild of a long, green bloodline bred to win and built to haunt podiums. With a 449cc four-stroke engine, downdraft intake, straight-shot ports, and smartphone connectivity, this bike is ready to rip. Add in Brembo brakes, bar-mounted traction control and power mode toggles, plus adjustable ergonomics through the Ergo-Fit system, and you've basically got a factory race machine disguised as a stock bike.

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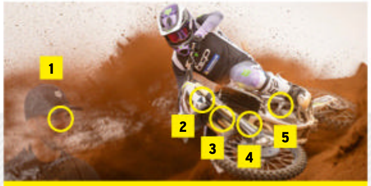
Spot the difference

FIND THE FIVE DIFFERENCES AND WIN!

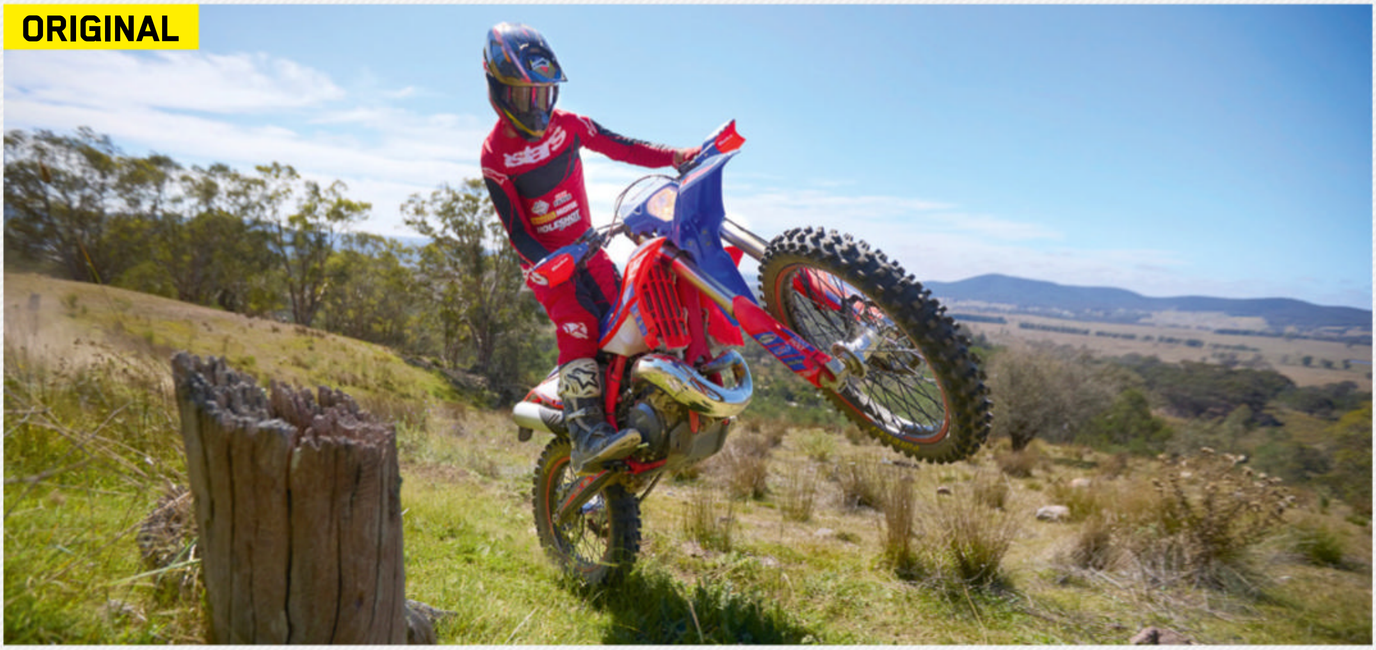
ADB Enduro Editor Geoff Braico loves to show off. If he's not railing ruts, he's pulling wheelies. Here, Braico thought he'd ham it up for the camera at our 300cc shootout on page 22.

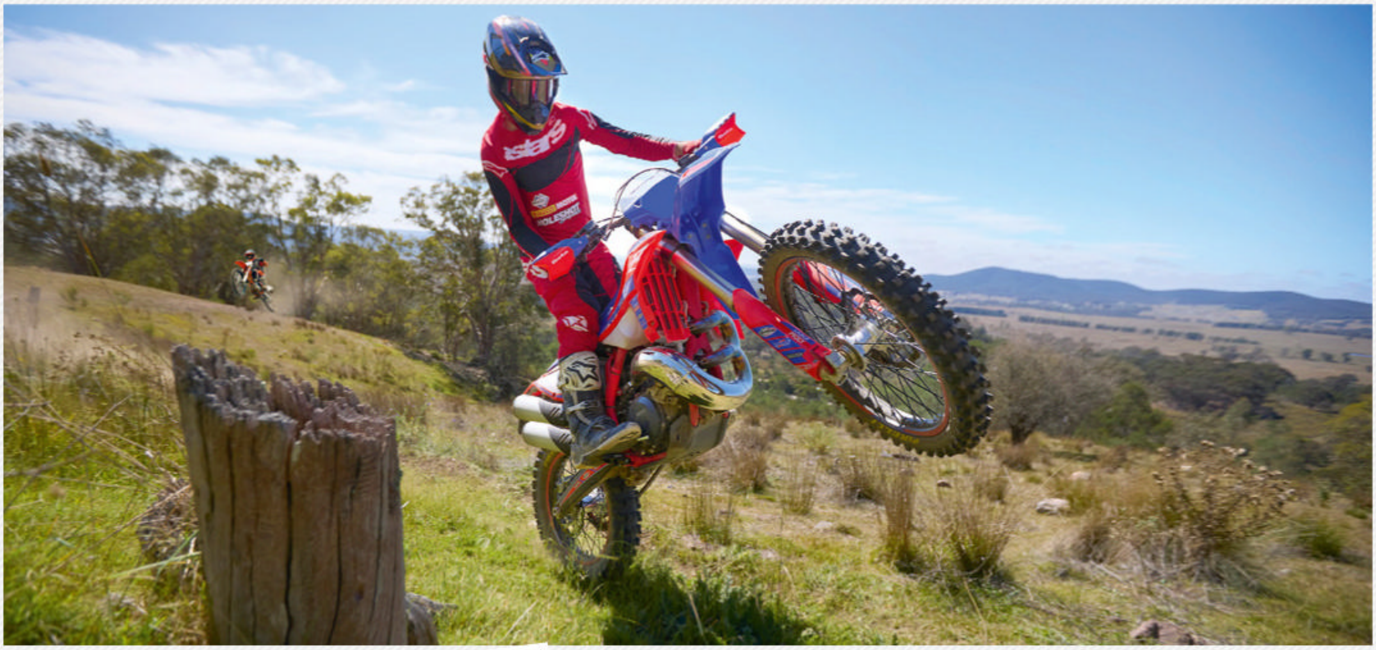
Last months answers >
1 Ghost Hogan 2 Triumph logo 3 Extra strut
4 Dunlop flipped 5 Extra brace



Congratulations
Ben Jones
You've got a good eye! You won our Spot The Difference competition in issue #548. Hit us up for your prize!

ORIGINAL





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ANSWERS WILL BE REVEALED IN THE NEXT ISSUE

To have your chance to score a great prize, guess the five differences and email your answers to: **adbmag@adbmag.com.au**.
Or, send them direct to our head office: **Spot the difference,**
Australasian Dirt Bike,
PO Box 22, Earlwood, NSW 2206

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24V LITHIUM BATTERY
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3 SPEED SETTINGS

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